

Appendix G

Public Involvement

Appendix G-1

Scoping Materials

This Appendix contains materials used during the EA scoping process

I.1 BACKGROUND

The FAA has prepared an Environmental Assessment (EA) for the proposed Midwest Airspace Plan (MAP). Although not required for an EA, the FAA implemented a scoping process in accordance with the National Environmental Policy Act (NEPA), regulations set forth by the Council on Environmental Quality (CEQ), and Federal Aviation Administration (FAA) Order 1050.1E. The purpose of the scoping process was to encourage and facilitate public involvement early in the airspace redesign process. Individuals and agencies were invited to express their views and concerns in regard to proposed airspace redesign by either submitting written comments to the FAA or by participating in scoping meetings that were held in various locations throughout the study area.

The objectives of the scoping process and associated public meetings were:

- To provide a description of the proposed action to interested parties and participants of the NEPA process;
- To provide an early and open process to determine the scope of issues to be addressed in the EA;
- To identify potentially significant issues or impacts related to the proposed action that should be analyzed in the EA;
- To identify any coordination efforts associated with the proposed action outside federal requirements; and
- To identify and eliminate from detailed study those issues not deemed significant to the study.

On May 6, 2003 the FAA published a Notice of Intent (NOI) to prepare an EA in the Federal

Register. The scoping process included four public meetings and an agency scoping meeting held in various locations throughout the study area. Notices for the meetings were also published in several local and regional newspapers. The formal scoping period for the Midwest Airspace Redesign Plan (MAP) was from May 6 to July 18, 2003. .

I.2 PUBLIC SCOPING MEETING LOCATIONS AND PARTICIPATION

The public meeting dates and locations are listed below.

- June 11, 2003 – Holiday Inn, Collinsville IL
- June 17, 2003 – Holiday Inn, Kirkwood, MO
- June 18, 2003 – City Hall, St. Peters, MO
- June 19, 2003 – Holiday Inn, Alton, IL

Each meeting was held from 7:00 pm to 9:00 pm. Attendees were encouraged to register at a table set up at the entrance to the meeting rooms. Following registration, the meetings began with an overview of the project followed by an informal open house period. The open house portion of each public scoping meeting included airspace redesign displays and graphics. Additionally, it provided an opportunity for one-on-one interaction between the representatives of the FAA and the general public. Following the open house portion of the meeting was a question and answer session. Formal comments were received via court reporter or written comment forms throughout the duration of the meeting. Table 5.1 provides a summary of the scoping meetings.

TABLE I.1 – SCOPING MEETING INFORMATION

| Meeting Location | | | Date | Number of Attendees who registered | Number of Written Comments | Number of Oral Comments | Questions answered in Q&A |
|------------------------|--|--|-----------|------------------------------------|----------------------------|-------------------------|---------------------------|
| St. Louis, MO (Agency) | | | 6/11/2003 | 11 | 0 | 0 | 3 |
| Collinsville, IL | | | 6/11/2003 | 27 | 0 | 0 | 0 |
| Kirkwood, MO | | | 6/17/2003 | 31 | 1 | 3 | 4 |
| St. Peters, MO | | | 6/18/2003 | 28 | 2 | 0 | 6 |
| Alton, IL | | | 6/19/2003 | 14 | 3 | 0 | 0 |
| Totals | | | | 111 | 6 | 3 | 13 |

I.3 SCOPING COMMENTS

At the scoping meetings a total of 9 comments (3 oral and 6 written) were received. Written comments were also received from the general public, public officials, and federal, state, and local agencies. A total of 29 comments were received during the scoping period (Table 5.2).

TABLE 5.2 – COMMENT SUMMARY

| Comment Type | Number of Comments |
|------------------|--------------------|
| Agency | 10 |
| Elected Official | 2 |
| Public | 17 |
| Email | 5 |
| Oral | 3 |
| Written | 9 |
| Totals | 29 |

Included in this appendix is a copy of the NOI, newspaper notices, list of scoping meeting attendees, handouts from the scoping meetings, display boards used during the scoping meetings, and comments received.

ACTION: Proposed collection; comment request.

SUMMARY: The proposed information collection described below will be submitted to the Office of Management and Budget (OMB) for review, as required by the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended). The Tennessee Valley Authority is soliciting public comments on this proposed collection as provided by 5 CFR section 1320.8(d)(1). Requests for information, including copies of the information collection proposed and supporting documentation, should be directed to the Agency Clearance Officer: Wilma H. McCauley, Tennessee Valley Authority, 1101 Market Street (EB 5B), Chattanooga, Tennessee 37402-2801; (423) 751-2523.

Comments should be sent to the Agency Clearance Officer no later than July 21, 2003.

SUPPLEMENTARY INFORMATION:

Type of request: Regular submission, proposal to extend without revision a currently approved collection of information (OMB control number 3316-0016).

Title of Information Collection: Farmer Questionnaire-Vicinity of Nuclear Power Plants.

Frequency of Use: On occasion.

Type of Affected Public: Individuals or households, and farms.

Small Business or Organizations Affected: No.

Federal Budget Functional Category Code: 271.

Estimated Number of Annual Responses: 300.

Estimated Total Annual Burden Hours: 150.

Estimated Average Burden Hours Per Response: .5.

Need For and Use of Information: This survey is used to locate, for monitoring purposes, rural residents, home gardens, and milk animals within a five mile radius of a nuclear power plant. The monitoring program is a mandatory requirement of the Nuclear Regulatory Commission set out in the technical specifications when the plants were licensed.

Jacklyn J. Stephenson,

Senior Manager, Enterprise Operations, Information Services.

[FR Doc. 03-12834 Filed 5-21-03; 8:45 am]

BILLING CODE 8120-08-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings, Agreements Filed the Week Ending May 9, 2003

The following agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. sections 412 and 414. Answers may be filed within 21 days after the filing of the application.

Docket Number: OST-2003-15109.

Date Filed: May 5, 2003.

Parties: Members of the International Air Transport Association.

Subject:

PTC3 0644 dated 6 May 2003 r1-r5

Mail Vote 299—Resolution 010n

Special Passenger Amending

Resolution between Afghanistan and Pakistan

Intended effective date: 15 May 2003

Dorothy Y. Beard,

Chief, Docket Operations & Media Management, Federal Register Liaison.

[FR Doc. 03-12814 Filed 5-21-03; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending May 9, 2003

The following applications for certificates of public convenience and necessity and foreign air carrier permits were filed under subpart B (formerly subpart Q) of the Department of Transportation's procedural regulations (See 14 CFR 301.201 *et. seq.*). The due date for answers, conforming applications, or motions to modify scope are set forth below for each application. Following the answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-2003-15130.

Date Filed: May 7, 2003.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: May 28, 2003.

Description: Application of Northwest Airlines, Inc., pursuant to 49 U.S.C. sections 41101 and 41102 and subpart B, requesting a certificate of public convenience and necessity authorizing Northwest to provide scheduled foreign

air transportation of persons, property, and mail between any point or points in the United States, via intermediate points, and any point or points in Iraq and beyond. Northwest also requests, that the Department integrate this certificate authority with all of its existing certificate and exemption authority to the extent consistent with U.S. bilateral agreements and DOT policy.

Docket Number: OST-2003-15138.

Date Filed: May 7, 2003.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: May 28, 2003.

Description: Application of Aviation Concepts, Inc., pursuant to 49 U.S.C. section 41102 and subpart B, requesting a certificate of public convenience and necessity to engage in foreign charter air transportation of persons, property, and mail.

Docket Number: OST-2003-15139.

Date Filed: May 7, 2003.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: May 28, 2003.

Description: Application of Aviation Concepts, Inc., pursuant to 49 U.S.C. section 41102 and subpart B, requesting a certificate of public convenience and necessity to engage in interstate charter air transportation of persons, property, and mail.

Dorothy Y. Beard,

Chief, Docket Operations & Media Management, Federal Register Liaison.

[FR Doc. 03-12813 Filed 5-21-03; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an Environmental Assessment and Conduct Scoping for Air Traffic Procedural Changes Associate With the Midwest Airspace Plan

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Intent to prepare an Environmental Assessment (EA) and conduct scoping meetings.

SUMMARY: The Federal Aviation Administration (FAA), Central Region, is issuing this notice to advise the public, pursuant to the National Environmental Policy Act of 1969, as amended, (NEPA) 42 U.S.C. 4332(2)(C) that the FAA intends to prepare an EA for the proposed Midwest Airspace Plan (MAP). While not required for an EA, the FAA is issuing this Notice of Intent to facilitate public involvement. This

EA will assess the potential environmental impacts resulting from proposed modifications to air traffic routings in the metropolitan St. Louis, Missouri and surrounding areas. Airports in this area include Lambert-St. Louis International Airport, Spirit of St. Louis Airport, St. Louis Downtown Airport, St. Louis Regional Airport, Scott Air Force Base/Mid-America Airport, as well as other smaller general aviation use airports. All reasonable alternatives will be considered including a no action alternative/option.

FOR FURTHER INFORMATION CONTACT: Donna O'Neill, Airspace Branch, ACE-520, Air Traffic Division, Federal Aviation Administration, 901 E. Locust, Kansas City, MO 64106; telephone: (816) 329-2560.

SUPPLEMENTARY INFORMATION: The FAA issued its Final Environmental Impact Statement (FEIS) on W-1-W, a new staggered parallel runway at St. Louis-Lambert International Airport on December 19, 1997. The subsequent Record of Decision (ROD) on Improvements to Lambert-St. Louis International Airport, dated September 30, 1998 directed that action be taken to develop air traffic control and airspace management procedures to effect the safe and efficient movement of air traffic to and from the proposed new runway, including the development of a system for the routing of arriving and departing traffic and the design, establishment, and publication of standardized flight operating procedures including instrument approach procedures and standard instrument departure procedures.

The FAA's Midwest Airspace Plan examines alternative ways to modify air traffic routes and procedures to enhance safety and improve operational efficiency in the St. Louis airspace environment. The Midwest Airspace Plan encompasses a geographic area of approximately 75 miles around the Lambert-St. Louis International Airport. Airports in the study area include: Lambert-St. Louis International Airport, Spirit of St. Louis Airport, St. Louis Downtown Airport, St. Louis Regional Airport, Scott Air Force Base/Mid-America Airport, as well as other smaller general aviation use airports.

The FAA will examine methods that will take advantage of new and emerging ATC technologies, improved performance characteristics of modern aircraft, as well as improvements in navigation capabilities. The proposal will address the merits of alternative airspace design scenarios that safely and efficiently use regional airspace and utilize the additional runway being

constructed at the Lambert-St. Louis International Airport.

As part of the airspace redesign effort, the FAA will conduct detailed analyses, which will be used to evaluate the potential environmental impacts in the study area. During scoping, and upon publication of a draft EA and a final EA, the FAA will be contacting and coordinating with federal, state, and local agencies, as well as the public, to obtain comments and suggestions regarding the EA for the proposed project. The EA will assess impacts and reasonable alternatives including a no action alternative, pursuant to NEPA; FAA Order 1050.1, Policies and Procedures for Assessing Environmental Impacts; DOT Order 5610.1, Procedures for Considering Environmental Impacts; and the President's Council on Environmental Quality (CEQ) Regulations implementing the provisions of NEPA, 40 CFR Parts 1500-1508, and other appropriate Agency guidance.

Public Scoping Process: While not required for an EA, the FAA will use the scoping process as outlined in the Council on Environmental Quality (CEQ) Regulations and guidelines to facilitate public involvement. Concerned individuals and agencies are invited to express their views either in writing or by providing oral comments at a scoping meeting. The purpose of the scoping process is: (1) To provide a description of the proposed action, (2) to provide an early and open process to determine the scope of issues to be addressed and to identify potentially significant issues or impacts related to the proposed action that should be analyzed in the EA, (3) to identify other coordination and any permit requirements associated with the proposed action, (4) to identify and eliminate from detailed study those issues that are not significant or those that have been adequately addressed during a prior environmental review process.

The FAA has scheduled four public scoping meetings. Each meeting will be held from 7 p.m. to 9 p.m. at sites listed below. Each of the meetings will begin with an overview of the project (7 p.m.-7:15 p.m.), followed by an informal open house period (7:15 p.m.-8:30 p.m.) and will conclude with a question and answer session (8:30 p.m.-9 p.m.). The open house portion of each public scoping meeting will include redesign displays and graphics and will provide an opportunity for one-on-one interaction between representatives of the FAA and the general public. Comments will be received via court

recorder or written form throughout the duration of the meeting.

Scoping Meeting dates and locations are:

- June 11, 2003—Collinsville, IL Holiday Inn
- June 17, 2003—Kirkwood, MO Holiday Inn
- June 18, 2003—St. Peters, MO City Hall
- June 19, 2003—Alton, IL Holiday Inn

In meeting with NEPA coordination requirements, the FAA has scheduled one meeting that will be dedicated primarily to federal, state and local agency staff, and Native American governments. This meeting is scheduled on June 11 from 1 to 3 p.m. at the Sheraton St. Louis City Center Hotel, St. Louis, MO. Although this meeting will be held primarily for the benefit of federal, tribal, state and local agency staff, it will also be open to the public.

The scoping period begins with this announcement. To ensure that all issues are identified, the FAA is requesting comments and suggestions on the project scope from all interested federal, state and local agencies and other interested parties. In furtherance of this effort, the FAA has established an Internet Web site that can be accessed at: <http://www.faa.gov/ats/central/enviro/map.html>. Additional information about the Midwest Airspace Plan, including the scoping meeting schedule and meeting locations can be found at this internet site. Additionally, the FAA will be maintaining the following telephone number for general information: 816-329-2560.

Dates: The FAA will accept formal scoping comments through July 18, 2003. Written comments should be directed to the following address: Federal Aviation Administration, 901 E. Locust, Attn: ACE-520-MAP, Kansas City, MO 64106. Comments will also be accepted electronically via <http://www.faa.gov/ats/nar/central/enviro/map.html>.

Issued in Kansas City, Missouri on May 6, 2003.

Paul J. Sheridan,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 03-12819 Filed 5-21-03; 8:45 am]

BILLING CODE 4910-13-M

1 FAA MIDWEST AIRSPACE PLAN MEETING

2 ORAL COMMENTS

3 JUNE 17, 2003

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2 FAA MIDWEST AIRSPACE PLAN MEETING

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8 ORAL COMMENTS taken on behalf of the FAA

9 Midwest Airspace Plan at Kirkwood Holiday Inn Hotel,

10 Viking Conference Center, in the County of St.

11 Louis, State of Missouri, on the 17th of June, 2003

12 before Rebecca Brewer, Registered Professional

13 Reporter and Notary Public.

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1 *****

2 NAME: Louis G. Loos

3 ADDRESS: 467 Burns Avenue

4 Kirkwood, Missouri, 63122

5 TELEPHONE: 314-821-6419

6 MR. LOOS: I was saying the fact that they
7 need to show on the website what's showing new air,
8 which is new so you can see, but also you need to
9 show better how the existing -- I mean, you can see
10 it, but it's not very clear unless you really look
11 at it very strong. So that's all I have to say.

12 In other words, it's just like I said, like
13 I was saying, it's so you can see it on the
14 website, so you can bring it up on the website and
15 see it.

16 *****

17 NAME: Jay C. Rickmeyer

18 ADDRESS: 12536 Berkley Manor Drive

19 St. Louis, Missouri, 63131

20 TELEPHONE: 314-822-4654

21 MR. RICKMEYER: In determining the new
22 structure of the airspace, please keep the large
23 aircraft higher, closer in to the airport, rather
24 than bringing them down low way out 50 miles from
25 the airport. This will provide added fuel savings
1 because the aircraft operate more efficiently at
2 high altitude, will reduce the noise to
3 neighborhoods, and it will provide a safer
4 environment for the small aircraft, which are now
5 being forced to fly lower over cities to avoid
6 Class B airspace.

7 *****

8 NAME: Tom Mug

9 ADDRESS: 12 Geyer Wood Lane

10 St. Louis, Missouri, 63131

11 TELEPHONE: 314-821-4371

12 MR. MUG: What I'd like to do is see the

13 over the top arrivals into Spirit Airport

14 preserved.

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16 (Witness excused.)

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1 STATE OF MISSOURI

2 SS.

3 CITY OF ST. LOUIS

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5 I, Rebecca Brewer, a Notary Public in and
 6 for the State of Missouri do hereby certify that I
 7 was personally present at the Meeting in the
 8 above-entitled cause at the time and place set forth
 9 in the caption sheet herein; that I then and there
 10 took down in stenotype the oral comments given, and
 11 that the forgoing pages is a full, true, and correct
 12 transcript of such stenotype notes so made at such
 13 time and place.

14 IN WITNESS WHEREOF, I have hereunto set my
 15 hand and seal on this 18th of June, 2003. My
 16 commission expires April 7, 2005.

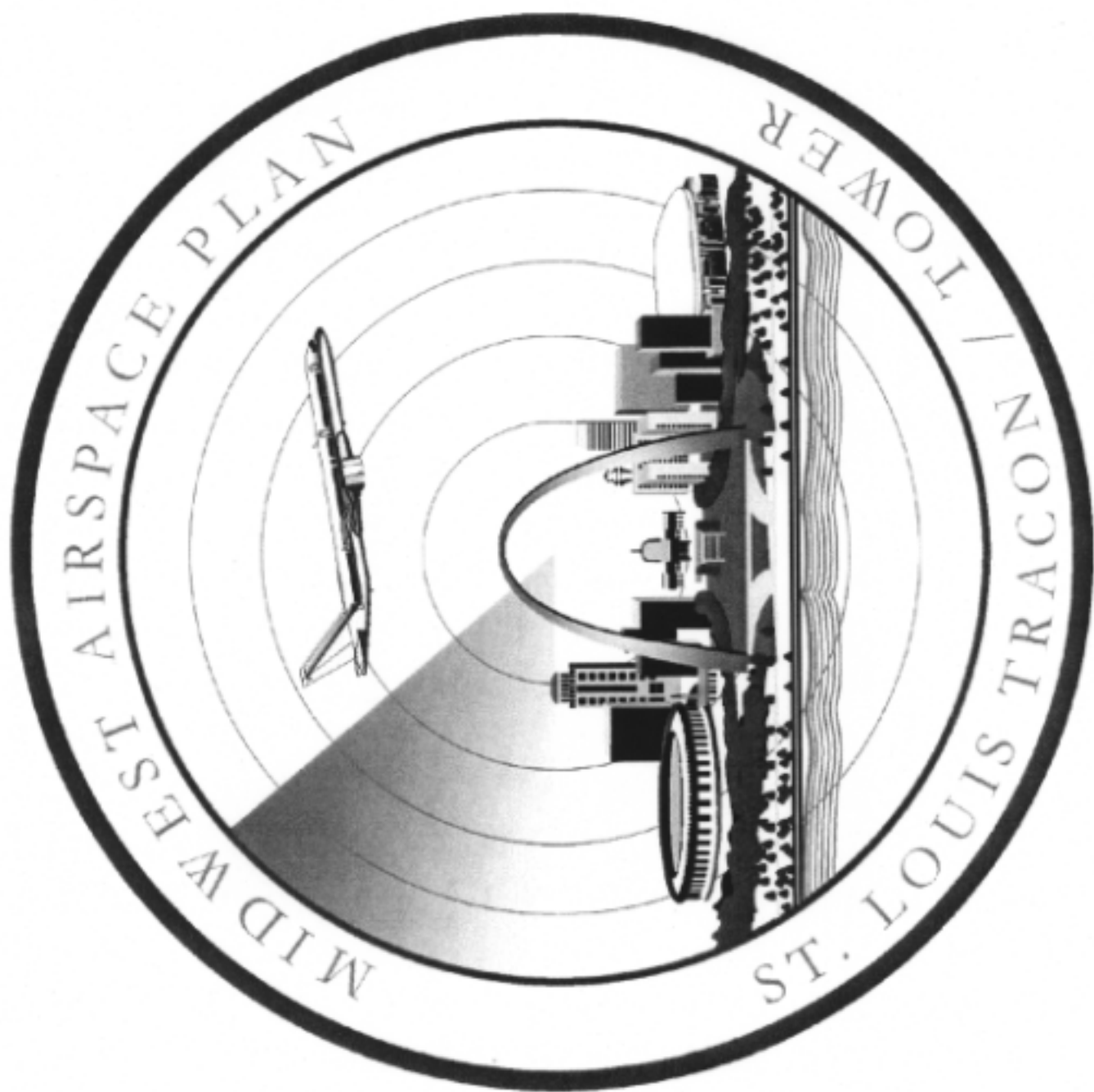
17 _____
 18 Notary Public.

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STL Scoping Board List

Updated from Conf. call 3/28/03


| No. | Name | Disposition/Comment | # of Copies |
|-----|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|-------------|
| 1 | MAP Public Meeting | Original mock-up - to be revised | 3 |
| 2 | Meeting Format | Original mock-up - to be revised | 1 |
| 3 | FAA Contact | Original mock-up - to be revised | 1 |
| 4 | Overall Env. Process | Original mock-up - to be revised | 1 |
| 5 | Public Participation in Scoping | Original mock-up - to be revised | 2 |
| 6 | MAP EA Timeline | Original mock-up - to be revised | 1 |
| 7 | Airspace Redesign Env. Process | Original mock-up - to be revised | 1 |
| 8 | Modeling Tools | Original mock-up - to be revised | 1 |
| 9 | MAP Project Area map | Original mock-up - to be revised - revised for airport symbols & legend details - potential 3-D version to support | 1 |
| 10 | Radar Flight Tracks on base map - East Flow | Original mock-up - to be revised - revised for color scheme | 1 |
| 11 | Radar Flight Tracks on base map - West Flow | Original mock-up - to be revised - revised for color scheme | 1 |
| 12 | Radar Flight Tracks on base map - composite E/W Flow | Added at meeting - to show how busy the airspace is. - revised for color scheme | 1 |
| 13 | Concepts Summary | Added at meeting - brief summary of key points for each Alt. | 2 |
| 14 | Concept: True Four Corners - E.Flow/W.Flow map | Added at meeting - illustrate alt w/simple route mapping. | 2 |
| 15 | Concept: Dual Arrivals/Keep-em High - E.Flow/W.Flow map | Added at meeting - illustrate alt w/simple route mapping. | 2 |
| 16 | Concept: Hybrid - E.Flow/W.Flow map | Added at meeting - illustrate alt w/simple route mapping. | 2 |
| 17 | Lg area map w/ TRACON & ARTCC boundaries | Added at meeting - illustrate the proximity of ARTCC boundaries to TRACON boundary. | 1 |
| 18 | Air Traffic/ Airspace Terms & Definitions | Added at meeting - illustration & text to define basic AT terms/concepts. Refined by Tom T. | 1 |
| 19 | Comment Area | Added on telecon 3/28 - Sign for comment area | 1 |


Federal Aviation Administration Midwest Airspace Plan Public Meeting








Meeting Format


 Please Register

 FAA Briefing on the Project

 Informal Discussion with Midwest Airspace Plan Team Members

 Court Recorder Available for Formal Comments

 Conclude with Question & Answer Session

 Handouts are Available





FAA Contact

Donna O'Neill

**Airspace Branch, ACE-520,
Air Traffic Division**

Federal Aviation Administration

901 E. Locust

Kansas City, MO 64106

Phone: (816) 329-2560

Website:

**[http://www.faa.gov/ats/nar/
central/enviro/map.html](http://www.faa.gov/ats/nar/central/enviro/map.html)**



Overall Environmental Process



- ✈ Public Scoping
- ✈ Refine Alternatives
- ✈ Environmental Impact Analysis
- ✈ Draft Environmental Assessment (DEA)
- ✈ Public Comment Period
- ✈ Final Environmental Assessment (FEA)
- ✈ Record Of Decision (ROD)





Public Participation in the Scoping Process



Provide Suggestions for Study Scope, Issues to be Analyzed and Alternatives

Formal Comments for the Record

Written comments by letter or comment sheet

Verbal comments to the court recorder

Electronic comments via the project website

General Information or Questions

Telephone – (816) 329-2560

Internet Web Page –

<http://www.faa.gov/ats/nar/central/enviro/map.html>

Formal Comment Period ends July 18, 2003



Airspace Environmental Assessment Timeline



| | 2003 | | | | 2004 | | | |
|--------------------------------------------------|------|--|---|---|------|---|---|--|
| Notice of Intent May 22, 2003 | | | | | | | | |
| Public Scoping May 22 to July 18, 2003 | | | ■ | | | | | |
| Draft Environmental Assessment | | | ■ | ■ | | | | |
| Public Comment Period | | | | | ■ | | | |
| Final Environmental Assessment | | | | | | ■ | | |
| Record Of Decision | | | | | | | ■ | |
| | 2003 | | | | 2004 | | | |



Airspace Redesign Environmental Process



Environmental Process

Airspace Redesign Process

Notice of Intent
(Proposed Action and Conceptual)

Scoping

Draft EA

Public Review

Final EA

Agency Record of Decision

Design Team Concept Development

Airspace Design Computer Modeling

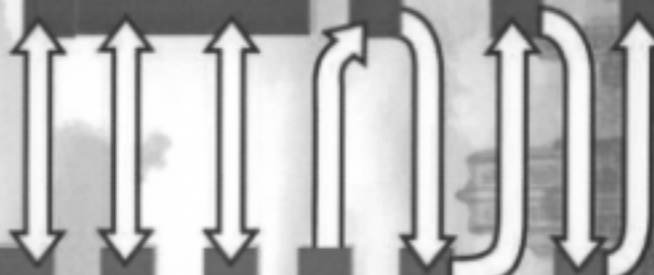
Development of Alternatives



Preferred Alternative Identified

Agency Selection of Alternative

Implementation





Modeling Tools



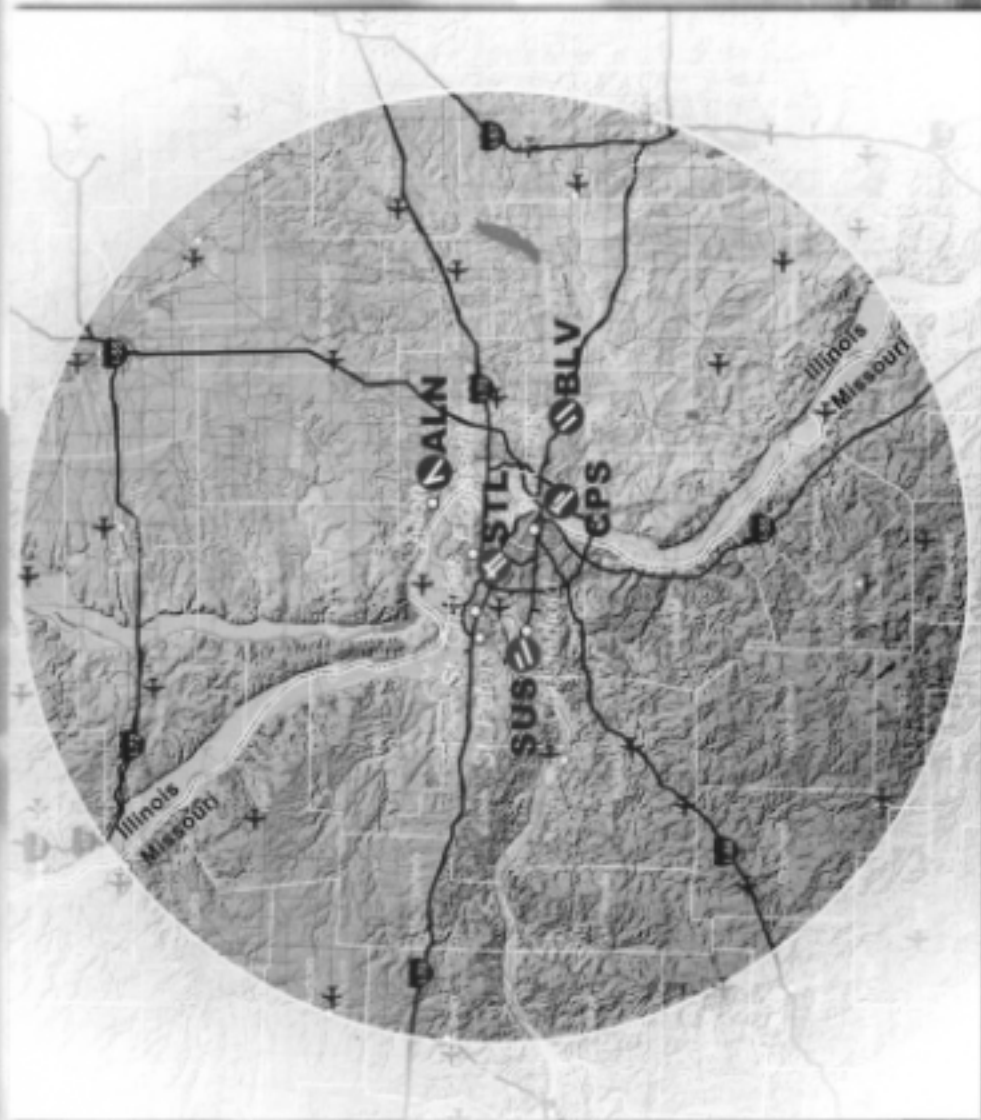
Total Airspace and Airport Modeler (TAAM)

Noise Integrated Routing System (NIRS)





Midwest Airspace Plan Study Area

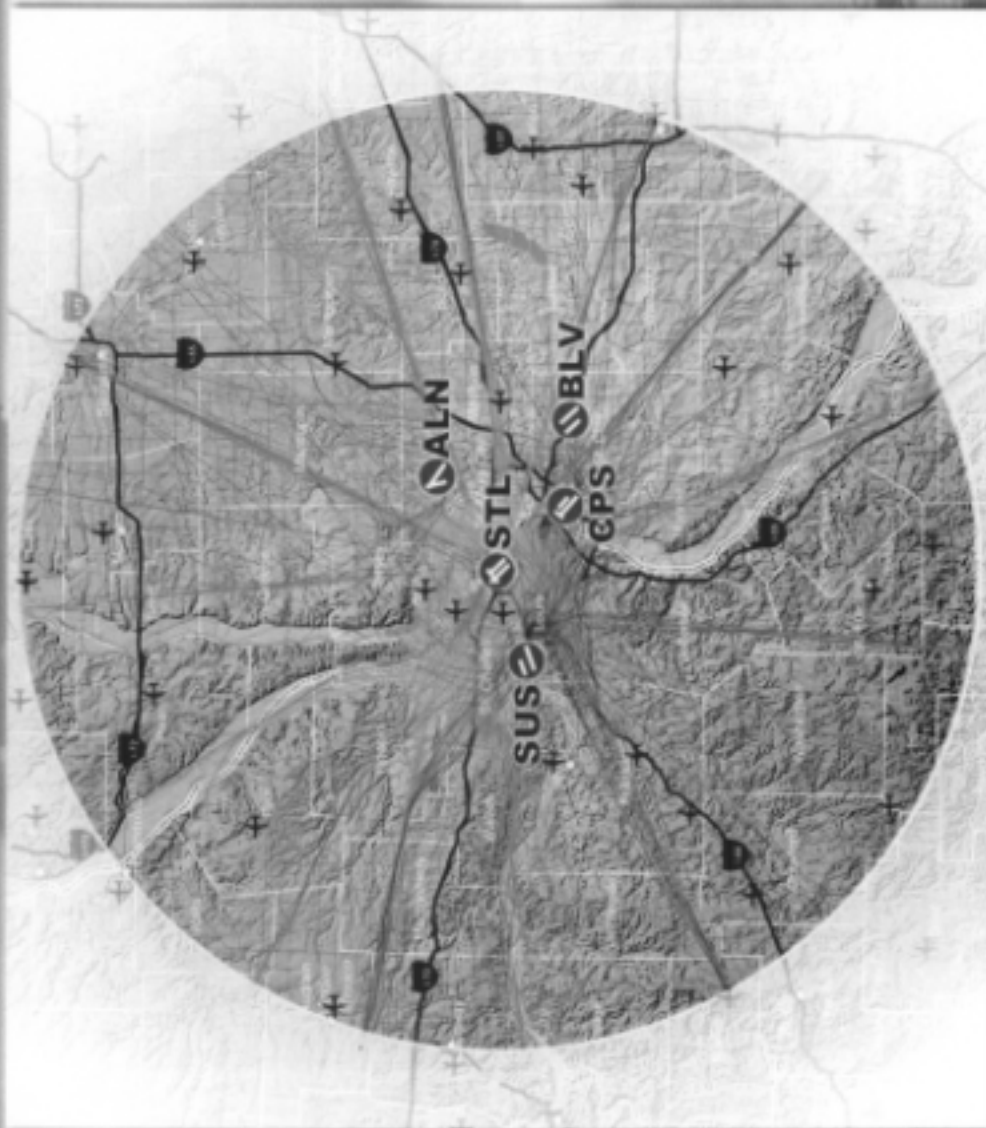


Legend

- Study Airports
- ALN
- STL
- SUS
- OBLV
- CPS
- Other Airports
- Controlled
- Un-Controlled
- Interstate
- Major Road
- Road
- State Boundary
- County Boundary
- Water



Radar Flight Tracks East Flow-Current Condition

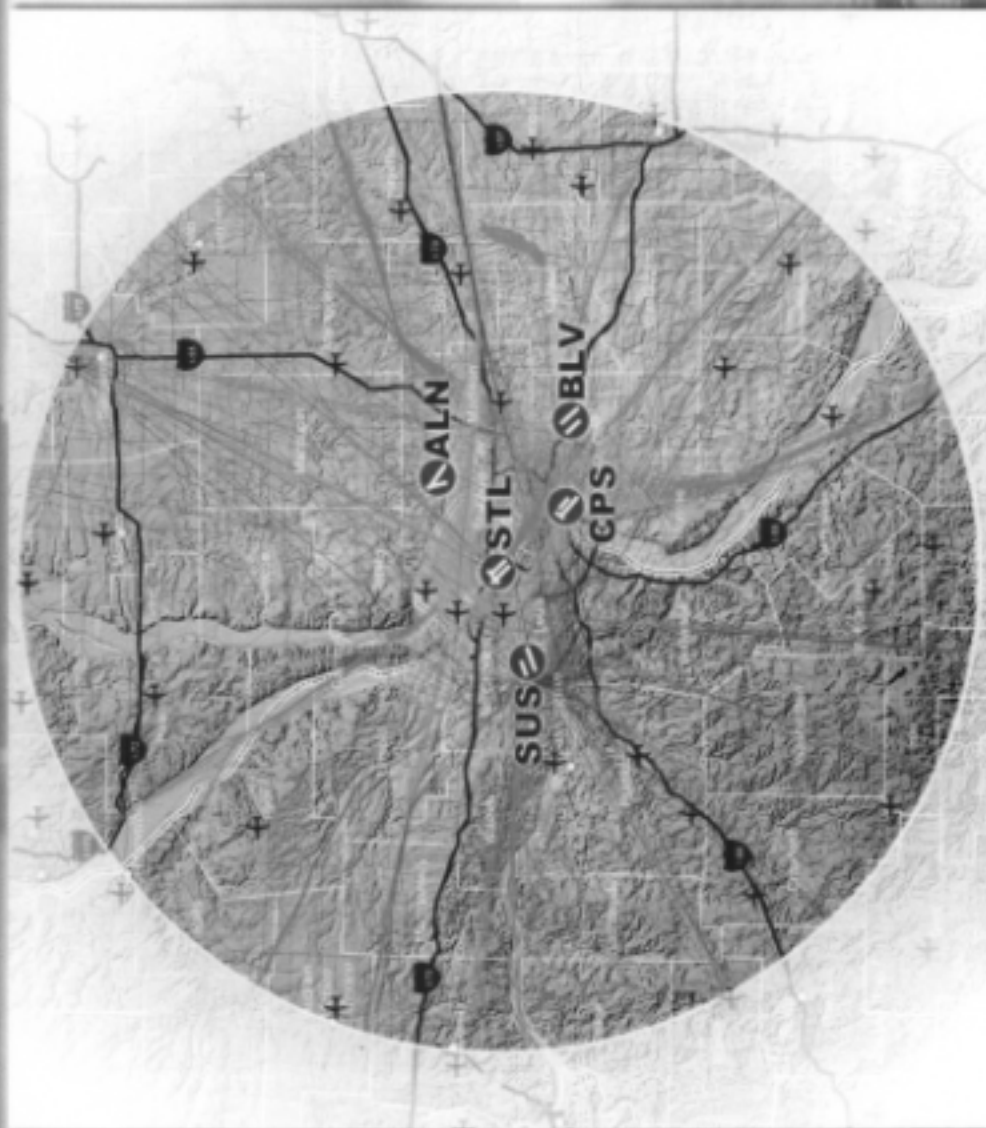


Legend

- Study Airports**
 - ALN Alton Regional Airport
 - STL St. Louis Lambert International Airport
 - SUS St. Louis Lambert International Airport
 - BLV Bellefontaine Regional Airport
 - EPS East St. Louis Regional Airport
- Other Airports**
 - Controlled
 - Un-Controlled
- STL Arrivals
- STL Departures
- St. Louis Arrivals
- St. Louis Departures
- Intersectors
- Major Roads
- Roads
- State Boundary
- County Boundary
- Water



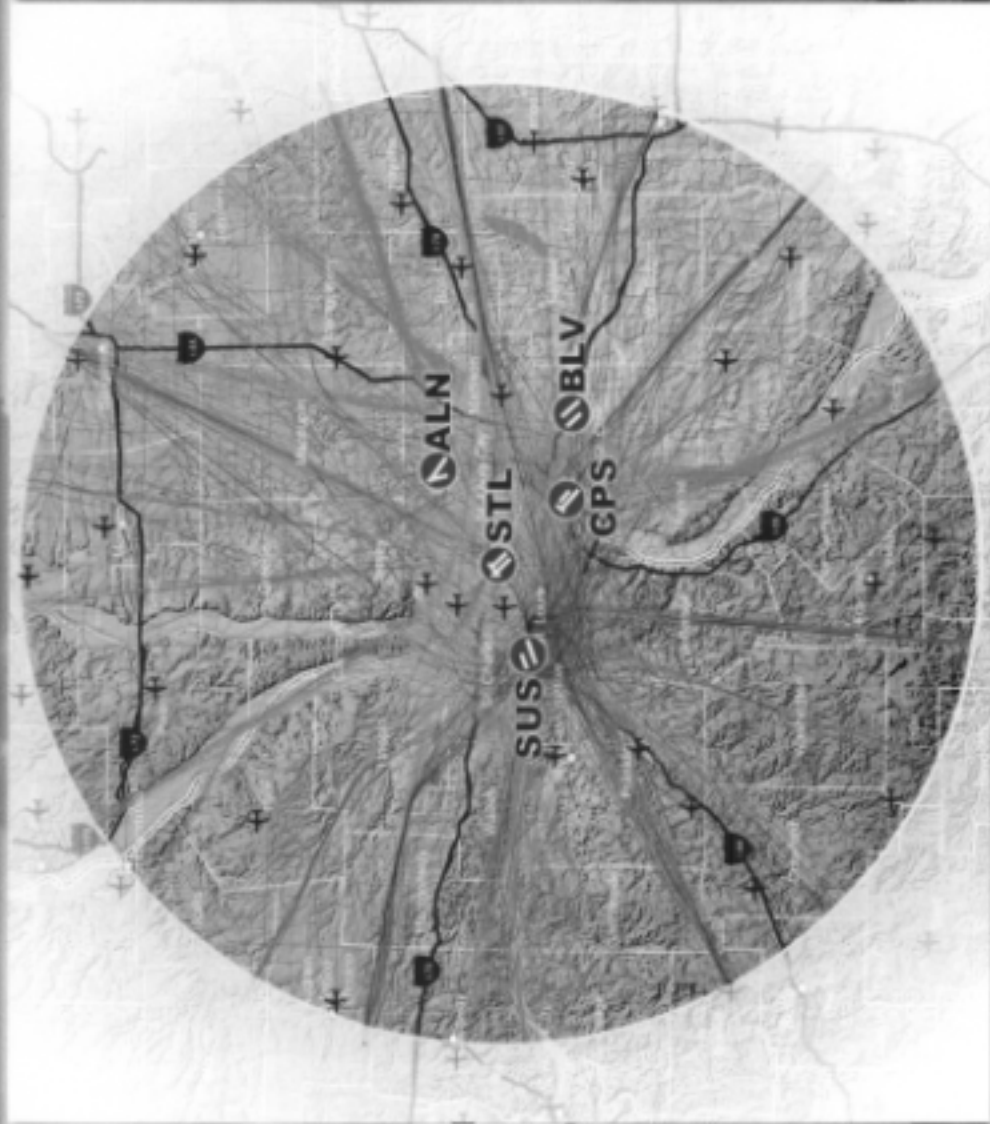
Radar Flight Tracks West Flow-Current Condition



| Legend | |
|--------|-----------------|
| | Study Airports |
| | ALN |
| | STL |
| | SUS |
| | BLV |
| | CPS |
| | Other Airports |
| | Controlled |
| | Un-Controlled |
| | STL Arrivals |
| | STL Departures |
| | SUS Arrivals |
| | SUS Departures |
| | Interstate |
| | Major Road |
| | Road |
| | State Boundary |
| | County Boundary |
| | Water |



Radar Flight Tracks East/West Flow-Current Condition



Legend

- Study Airports
- ALN
- STL
- SUS
- BLV
- GPS
- Other Airports
- Controlled
- Un-Controlled
- STL Arrivals
- STL Departures
- Seattle Arrivals
- Seattle Departures
- Interstates
- Major Roads
- Roads
- State Boundary
- County Boundary
- Water



Potential MAP Concepts



True Four Corners

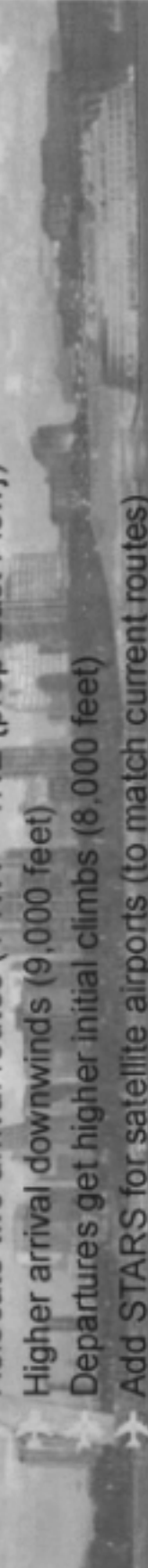
- ✈ Arrivals move to true 4-corner post configuration (45 degrees off of runway alignment)
- ✈ Add two new departure routes (1-NW + 1-E)
- ✈ Remove two departure routes (NNW)
- ✈ Add STARS for satellite airports (to match current routes)

Dual Arrivals/Keep-em High

- ✈ Add dual arrival streams (short side only)
- ✈ Higher arrival downwinds (11,000 feet)
- ✈ Departures have unrestricted climb to 10,000 feet (currently 6,000 feet)
- ✈ No new departure routes, only adjustments to accommodate new arrival routes
- ✈ Add STARS for satellite airports (to match current routes, no over-the-top route for SUS)

Hybrid

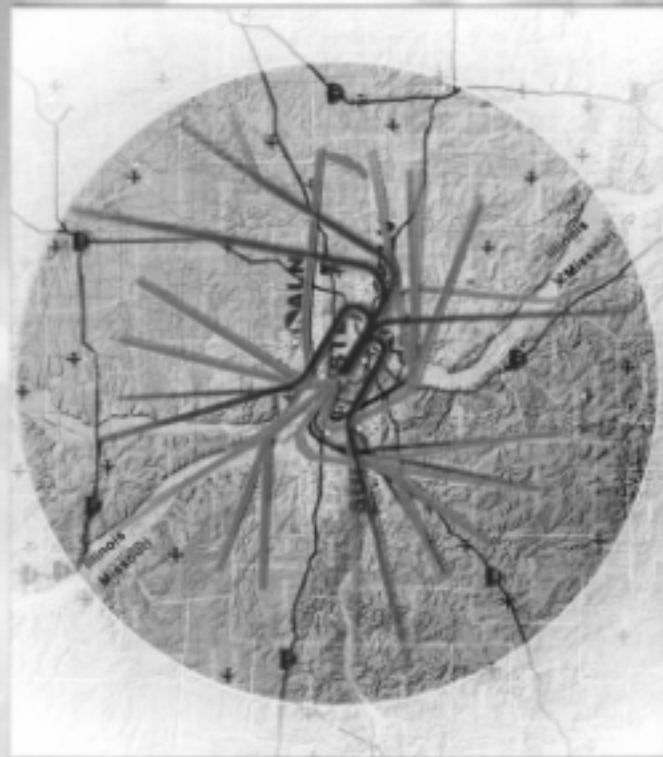
- ✈ Add two new departure routes (1-NW + 1-E)
- ✈ Relocate two arrival routes (1-NW + 1NE {prop-East Flow})
- ✈ Higher arrival downwinds (9,000 feet)
- ✈ Departures get higher initial climbs (8,000 feet)
- ✈ Add STARS for satellite airports (to match current routes)



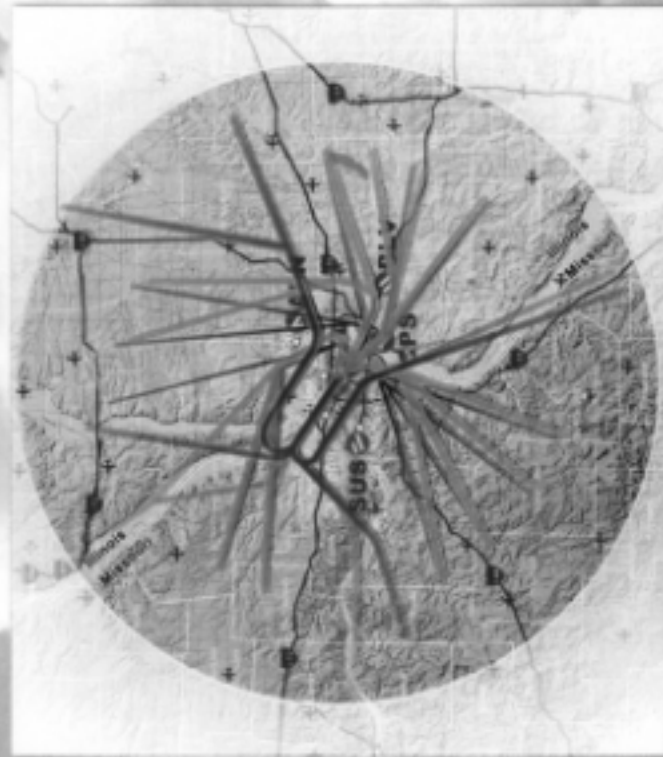


True Four Corners

West Flow



East Flow



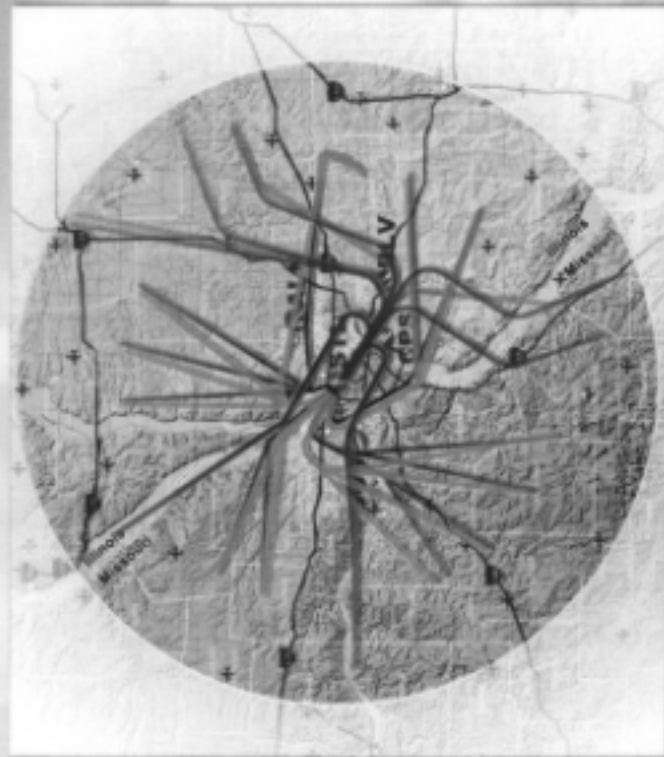
Jet Arrivals Jet Departures

2006 Baseline Jet Arrivals Jet Departures

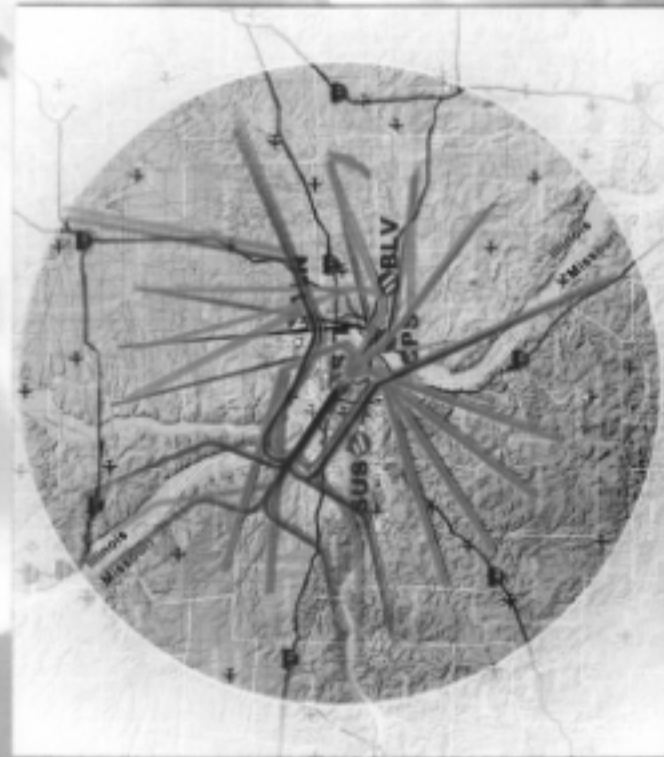


Dual Arrivals/Keep-em High

West Flow



East Flow



Jet Arrivals

Jet Departures

2006 Baseline
Jet Arrivals

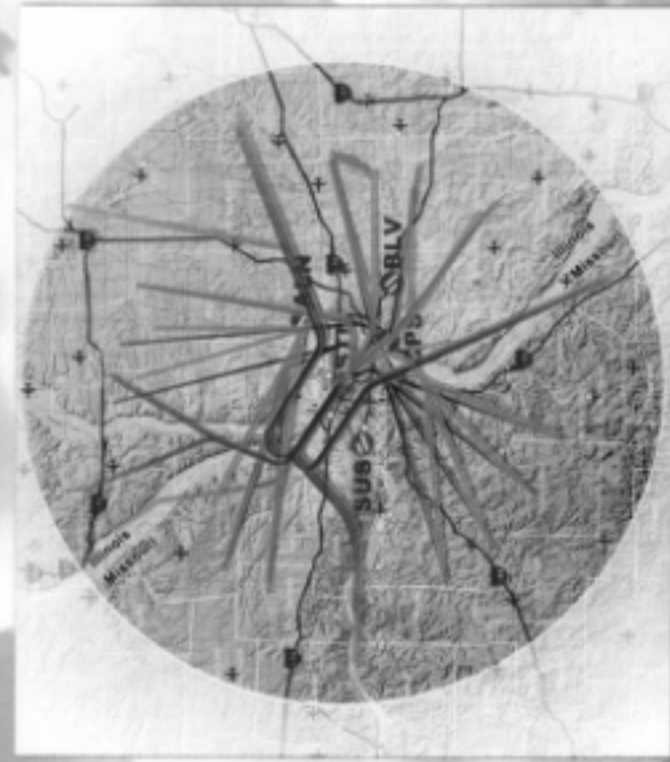
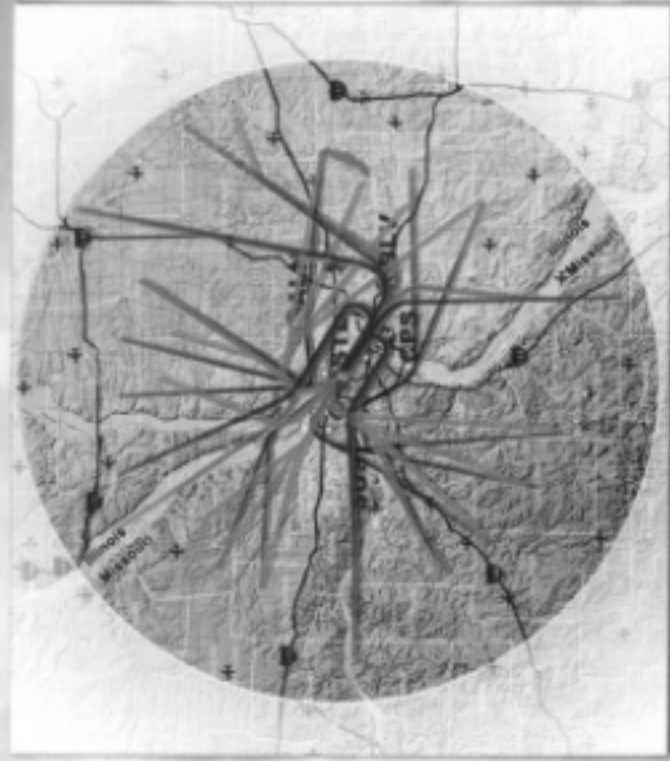
2006 Baseline
Jet Departures



Hybrid

West Flow

East Flow



2006 Baseline
Jet Arrivals

2006 Baseline
Jet Departures

Jet Arrivals

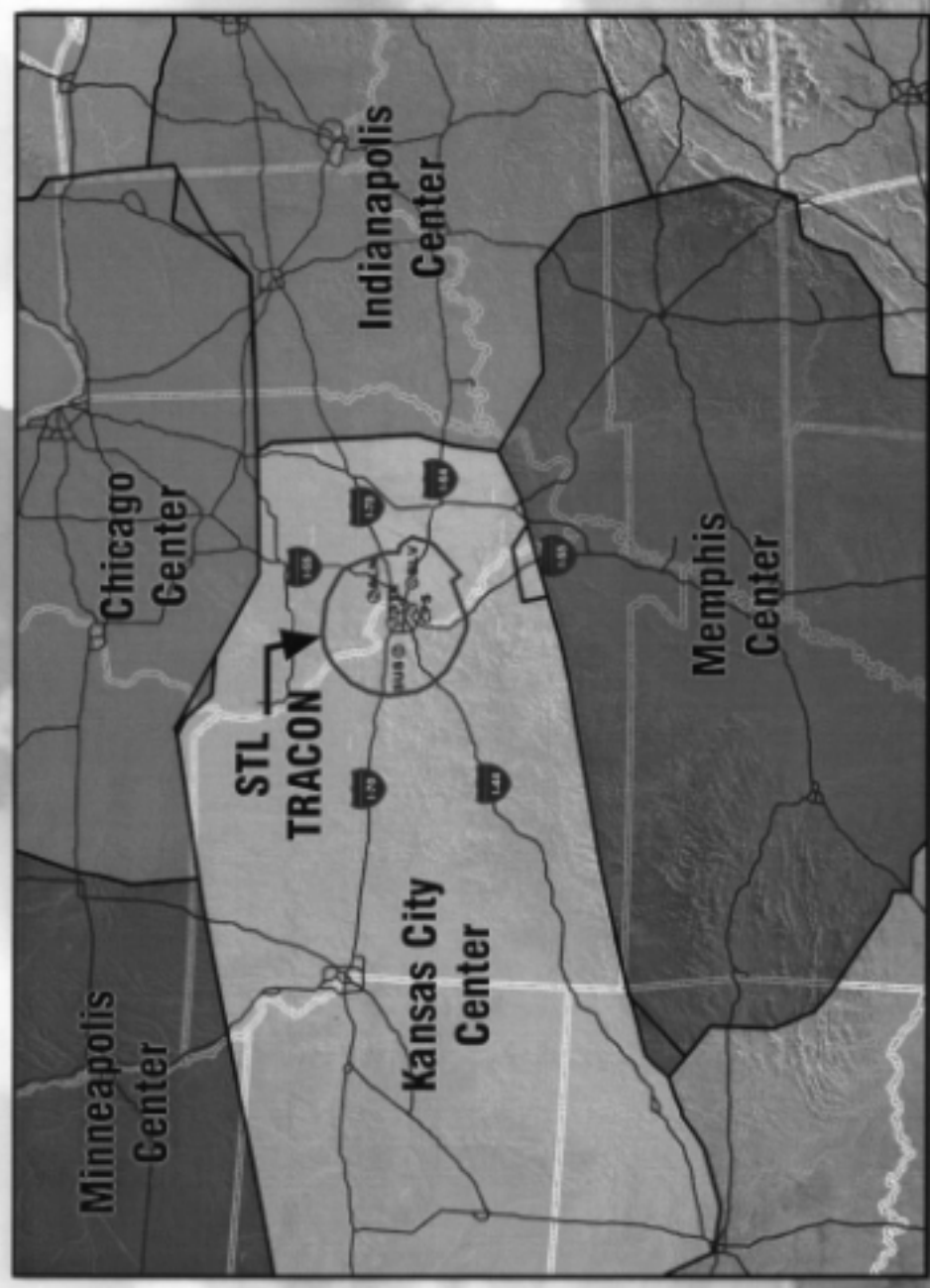
Jet Departures

Jet Arrivals

Jet Departures



TRACON & ARTCC Boundaries



Legend

Study Airports

- ALN ALN
- STL STL
- SUS SUS
- SLV SLV
- CPS CPS

Intersectors

- STL TRACON Boundary
- ARTCC Boundary
- State Boundary
- Water



Air Traffic Control Terms

✈️ **ATC** - Air Traffic Control

✈️ **ATCT** - Air Traffic Control Tower (STL Tower controls air traffic on and near Lambert airport.)

✈️ **TRACON** - Terminal Radar Approach Control (STL TRACON controls air traffic within 40 miles of Lambert Airport and up to 15,000 feet.)

✈️ **ARTCC** - Air Route Traffic Control Center (Kansas City Center controls air traffic above and outside STL TRACON airspace.)

✈️ **Nautical Mile** - 6,076 feet. Used by ATC to define separation standards.

✈️ **Separation** - ATC separates aircraft by either 3 to 5 nautical miles laterally, or 1,000 to 2,000 feet vertically, or visually

✈️ **Vector** - Instructions to turn to a specific compass heading issued by ATC to pilots.

✈️ **SID or DP** - Standard Instrument Departure or Departure Procedure published routes flown by departures from the airport to ARTCC airspace

✈️ **STAR** - Standard Terminal Arrival Route published routes flown by arrivals from ARTCC airspace to the airport.

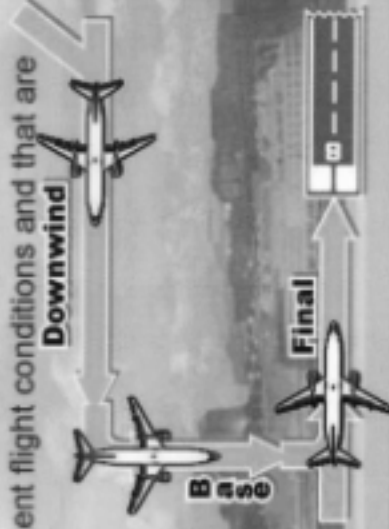
✈️ **VFR** - Visual Flight Rules. Apply to aircraft that are in visual conditions and that are not generally controlled by attached.

✈️ **IFR** - Instrument Flight Rules. Apply to aircraft that are in visual or instrument flight conditions and that are controlled by attached.

✈️ **Downwind** - arrival flight path parallel to the landing runway and in a direction opposite to landing




✈️ **Base** - arrival flight path at right angles to the landing runway off the approach end

✈️ **Final** - arrival flight path in the direction of landing and aligned with the runway centerline





Comment Area

-  **Court Recorder**
-  **Written Comments**
-  **Website:**

<http://www.faa.gov/ats/nar/central/enviro/map.html>



The EA will assess impacts and reasonable alternatives including a "no-change" alternative, pursuant to the National Environmental Policy Act; FAA Order 1050.1, Policies and Procedures for Assessing Environmental Impacts; DOT Order 5610.1, Procedures for Considering Environmental Impacts; and the President's Council on Environmental Quality (CEQ) Regulations implementing the provisions of NEPA, 40 CFR Parts 1500 – 1508, and other appropriate Agency guidance.



Contact Information

Donna O'Neill

Federal Aviation Administration

Airspace Branch, ACE-520-MAP

Air Traffic Division

901 Locust, Kansas City, MO 64106

Phone (816) 329-2560

FAX (816) 329-2539

Internet

<http://www.faa.gov/ats/nar/central/enviro/map.html>



Federal Aviation Administration

Midwest Airspace Plan

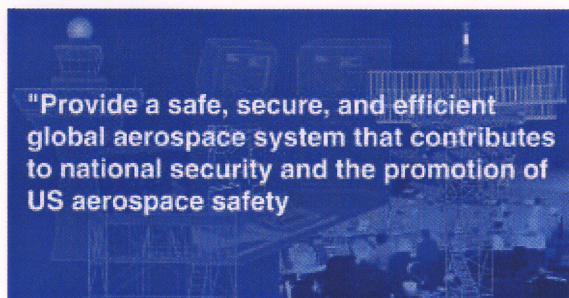
Environmental Assessment



The FAA issued its Final Environmental Impact Statement (FEIS) on W-1-W, a new staggered parallel runway at St. Louis-Lambert International Airport on

December 19, 1997. The subsequent Record of Decision (ROD) directed that action be taken to develop air traffic control and airspace management procedures to effect the safe and efficient movement of air traffic to and from the proposed new runway, including the development of a system for the routing of arriving and departing traffic and the design, establishment, and publication of standardized flight operating procedures including instrument approach procedures and standard instrument departure procedures. The **Midwest Airspace Plan** examines alternative ways to modify air traffic routes and procedures to enhance safety and improve operational efficiency in the St. Louis area.

This project is being undertaken in keeping with the FAA mission to:



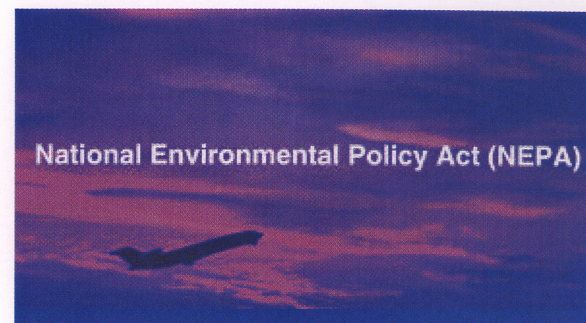
The Midwest Airspace Plan encompasses a geographic area of approximately 75 miles around the Lambert-St. Louis International Airport. Airports in the study area include: Lambert-St. Louis International Airport, Spirit of St. Louis Airport, St. Louis Downtown Airport, St. Louis Regional Airport, Scott Air Force Base/Mid-America Airport, as well as other smaller general aviation use airports.



Proposed MAP Study Area

The FAA will examine methods that will take advantage of new and emerging ATC technologies, improved performance characteristics of modern aircraft, as well as improvements in navigation capabilities. The proposal will address the merits of alternative airspace design scenarios that safely and

efficiently use regional airspace and utilize the additional runway being constructed at the Lambert-St. Louis International Airport.



As part of the airspace redesign effort, the FAA will provide detailed analyses that will be used to evaluate the potential environmental impacts in the study area. The FAA intends to document the results of the analysis in a publicly circulated **Environmental Assessment (EA)**. While not required for an EA, the FAA will use the scoping process as outlined in the Council on Environmental Quality Regulations and guidelines to facilitate public involvement.

During scoping, and upon publication of a draft EA and a final EA, the FAA will be contacting and coordinating with federal, state, and local agencies, as well as the public, to obtain comments and suggestions regarding the EA for the proposed project. Contact information is located on the back of the brochure.

Significant relief may also come from the use of Global Positioning Satellite (GPS) and Flight Management System (FMS) technology and airspace management efforts that result in more efficient air routes.

Q. What can't the FAA do?

A. The FAA does not have the regulatory authority to tell airlines or helicopter operators how often, when or where to schedule their flights. Nor can the FAA restrict access to public use airports.

The flight paths that are now in use have been developed through years of research and development. Most have been in place for many years. Air routes and corridors cannot be changed without thorough analysis and testing.

Noise complaint data that comes into the FAA is used by our Air Traffic Division to aid in developing noise abatement strategies in line with our role and responsibilities. We periodically share this data with the appropriate airport operator and industry organizations.

Individuals will usually notice an increase in aircraft noise during the warmer months of the year, when windows are open and people are outside. Aircraft also climb slower in hot, humid air. Additionally, sound conducts better, and therefore is louder, when the air is dense.

Also, during the warmer months construction projects on the airport increase and result in runway closings, which significantly reduce the flexibility to rotate runways, and therefore, the ability to avoid frequent overflights of the same communities. These maintenance projects are necessary to ensure the safety of flight operations. Wind direction, however, is the primary determining factor in runway selection. Aircraft operate best when flying into the wind.

We in the aviation community acknowledge the quality of life issues relative to unwanted aircraft noise. We desire a respectful and cooperative relationship with elected officials, community organizations, and individual residents in addressing the difficult issue of aircraft noise abatement. The FAA will continue to work diligently to achieve our noise abatement commitments and responsibilities, as we oversee the safest aviation system in the world.

Airspace Branch, ACE-520
Air Traffic Division
901 E. Locust, Kansas City, MO 64106

www.faa.gov/ats/nar/central/enviro/map.html

(816) 329-2560



Federal Aviation
Administration

Aircraft Noise



The Federal Aviation Administration (FAA)'s mission is to provide a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of U.S. aerospace safety. Our highest priority is to ensure the safety of the National Airspace System. We ensure that aircraft are airworthy and safely separated from each other and from obstructions on the ground.

In 1978, U.S. Congress deregulated the U.S. airline industry. The purpose of deregulation in any industry is to increase competition, lower prices, and make the product or service, in this case air transportation, available to a broader base of consumer. By deregulating the airline industry, Congress provided the opportunity for certificated air carriers to schedule where, when, and how often they would provide service to domestic markets.

Today, aviation plays a critical and strategic role in the national transportation system and economy. Aviation services contribute an estimated \$750 billion annually to the national economy. Additionally, the convenience of air transportation is an important facet of our modern life-style. Far away destinations are accessible within a few hours. Plus, communities near airports enjoy the associated employment and economic benefits. However, airport activity, along with its infrastructure of roads and utilities, does create contentious airport noise and land use compatibility problems.

To understand the complex issue of aircraft noise it is useful to know and understand the specific roles and responsibilities for noise abatement allocated among the various parties comprising the aviation industry.

Official Department of Transportation (DOT) policy is that aviation noise abatement is a shared responsibility. Each level of government and each aviation industry participant has a specific role, as outlined in the 1976 Aviation Noise Abatement Policy, to help reduce the number of people adversely affected by aircraft noise and the severity of those effects.

Responsibilities are as follows:

Congress: Legislates aviation related federal laws.

FAA: Promulgates and enforces regulations, approves airport operator recommended arrival and departure noise abatement flight paths, selects runways, assures pilots fly noise abatement flight paths, and funds and participates in technological research.

Local Government: Ensures compatible land use planning.

Airport Proprietors: Plans runway layouts, recommends noise abatement flight paths, controls airport maintenance projects, and monitors noise levels.

Air Carriers: Insures that the noise levels of their fleet meet federal standards. Determines flight schedules relative to consumer demand.

Air Travelers: Generally, should bear the cost of noise abatement through various fees and taxes.

Residents: Should seek to understand noise issues and the steps that can be taken to minimize its effects. Prospective residents should be

cognizant of the effect noise may have on their quality of life.

The primary noise abatement focus of the FAA is to control noise at its source, the aircraft and its engines. The phaseout of older, noisier, Stage 2 aircraft by the year 2000 was established as national policy by the Airport Noise and Capacity Act of 1990. This will greatly reduce noise exposure to communities under air traffic routes.

Frequently Asked Questions

Q. Why so much new noise?

A. Congressionally mandated deregulation is a primary reason. Since 1978 aircraft operations at the Salt Lake City TRACON have more than doubled.

Q. It seems there is much more noise at night than ever before. Why?

A. Increased competition has resulted in increased aircraft activity, particularly in the air cargo sector of the industry, including the transportation of mail.

Q. Why do some planes fly lower than others?

A. Wind and weather, aircraft type and weight, and pilot and controller technique are all variable factors which affect the speed and altitude of ascending or descending aircraft.

Q. What can the FAA do?

A. Although the FAA's primary mandate is aircraft and flight safety, the FAA directly addresses noise issues through aircraft and engine certification, and the research, development and implementation of new navigational, airport, and avionics technology.

Appendix G-2

Agency Correspondence

This Appendix contains copies of all correspondence with federal, state and local agencies

May 30, 2003

REC'D JUN 02 2003

Mr. Charlie Scott
Field Supervisor
United States DOI - Fish and Wildlife Service
608 East Cherry Street, Room 220
Columbia, MO 65201-7712

Dear Mr. Scott:

In accordance with the National Environmental Policy Act of 1969, C.E.Q. implementing regulations and Federal Aviation Administration (FAA) environmental orders, an Environmental Assessment (EA) is being prepared to consider the potential environmental impacts associated with the redesign of airspace in the St Louis Metropolitan area. This project is known as the Midwest Airspace Plan or MAP. Attached is the Federal Register Notice of Intent (NOI) to prepare an EA and conduct scoping. The NOI includes a description of the proposed project. Also enclosed is a regional depiction of the proposed study area. We will be holding an agency-specific meeting at the Sheraton St. Louis City Centre Hotel followed by four public scoping meetings over the second and third weeks of June. You are invited to attend either the agency meeting or any of the public meetings to gain a better understanding of the MAP project.

| | | | |
|--------------------------------------|-----------------------------|----------------------|----------------|
| Sheraton St. Louis City Centre Hotel | Wednesday, June 11, 2003 | 1:00 PM - 3:00 PM | (314) 231-5007 |
| Holiday Inn, Collinsville, IL | Wednesday, June 11, 2003 | 7:00 PM - 9:00 PM | (800) 551-5133 |
| Holiday Inn, Kirkwood, MO | Tuesday, June 17, 2003 | 7:00 PM - 9:00 PM | (800) 682-6338 |
| City Hall, St. Peters, MO | Wednesday, June 18, 2003 | 7:00 PM - 9:00 PM | (636) 477-6600 |
| Holiday Inn, Alton, IL | Thursday, June 19, 2003 | 7:00 PM - 9:00 PM | (618) 462-1220 |

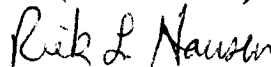
We have been retained by the FAA to assist in the preparation of an EA for the MAP. If you have comments that should be considered in preparation of this EA, please communicate them in writing to Leena Johnson at the offices of Northrop Grumman IT at the address listed below. Should you anticipate no impacts in your area of jurisdiction or expertise due to the proposed action, written verification of such is requested. We respectfully request that you submit your response no later than July 18, 2003.

Very truly yours,



Michael K. Merrill
Project Manager
Northrop Grumman IT
Mail Stop C302
12005 Sunrise Valley Drive
Reston, VA 20191-3423

"The U.S. Fish and Wildlife Service has reviewed the subject proposal and accompanying information and determined that the activity as described, is not likely to adversely affect federally listed species or designated critical habitat; consequently, this concludes section 7 consultation. Please contact the Missouri Department of Conservation (573/751-4115) for state listed species of concern."



for the Field Supervisor

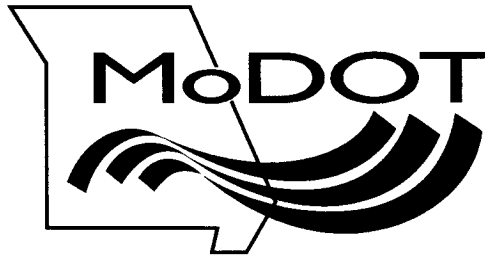
24 June 2003

Date

Enclosures: (1) Notice of Intent
(2) MAP Project Area

200025

*Missouri
Department
of Transportation*



Henry Hungerbeeler, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

June 9, 2003

Mr. Michael K. Merrill, Project Manager
Northrop Grumman IT
Mail Stop C302
12005 Sunrise Valley Drive
Reston, VA 20191-3423


Dear Mr. Merrill:

Thank you for inviting the Missouri Department of Transportation to participate in the scoping process for the preparation of an Environmental Assessment (EA). It is our understanding the EA will consider the potential environmental impacts associated with the redesign of airspace in the St. Louis metropolitan area.

Joe Pestka will be our representative for your project. Joe is our Administrator of Aviation, and he can be reached at our Jefferson City address. Joe is also currently overseeing Missouri's State Airport System Plan update. This plan will focus on the development needs of general aviation and reliever airports in the St. Louis metropolitan area, as well as throughout the state.

Again, thank you for the opportunity to participate in this project. We're looking forward to it!

Sincerely,



Henry Hungerbeeler
Director

cc: Joe Pestka - mo



A Council of Local Governments
Serving the Meramec Area

MERAMEC REGIONAL PLANNING COMMISSION

4 Industrial Drive
St. James, Missouri 65559
(573) 265-2993
FAX (573) 265-3550

June 4, 2003

Michael K. Merrill
Project Manager
Northrop Gruman IT
Mail Stop C302
12005 Sunrise Valley Drive
Reston, VA 20191-3423

Dear Mr. Merrill,

Thank you for notification on the preparation of an environmental assessment on the redesign of airspace in the St. Louis area.

We do not know enough about this project to fully comment, however, the project area includes Crawford and Washington counties, which are a part of our region. The cities of Cuba and Sullivan, and Washington County all have small airports that are vital to the Meramec Region. (The Sullivan airport is located in the Franklin County portion of the city.)

Any activities that would limit or restrict the use of these airports would be detrimental to our region and those communities. It would reduce their economic vitality.

If you have additional information that would better detail the project as it would impact Crawford and Washington counties and their communities, we would appreciate receiving it.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard A. Cavender", is written over a faint, larger signature.

Richard A. Cavender
Executive Director

cc: City of Cuba, City of Sullivan, Washington County Commission

Chairman: Randy Verkamp
Presiding Commissioner, Phelps County

Vice Chairman: Gary Brown
Mayor, City of Salem

Executive Director: Richard Cavender

Secretary: Daryl Luecke
Associate Commissioner, Osage County

Treasurer: James Kleffner
Presiding Commissioner, Maries County

200027

PRINTED ON RECYCLED PAPER

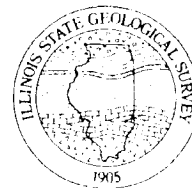
ILLINOIS



DEPARTMENT OF
NATURAL
RESOURCES

ILLINOIS STATE GEOLOGICAL SURVEY

Natural Resources Building
615 East Peabody Drive
Champaign, IL 61820-6964
217/333-4747
FAX 217/244-7004



June 3, 2003

Leena Johnson
Northrop Grumman IT
Mail Stop C302
12005 Sunrise Valley Dr.
Reston, VA 20191-3423

Dear Ms. Johnson:

Thank you for the opportunity to provide comments for the preparation of the Environmental Assessment for the Midwest Airspace Plan, involving the proposed redesign of airspace in the St. Louis Metropolitan area. Since the proposed action deals entirely with airspace and not with environmental impacts to land, we anticipate no impacts in our area of concern.

Sincerely,

Anne L. Erdmann
Environmental Geologist and Section Head
Environmental Site Assessments Section

ALE/ale

xc: Michael V. Miller
Director, Transportation and Environment Center

Randolph County
Soil and Water Conservation District

313 W. Belmont
Sparta, IL 62286

Phone: (618) 443-4382 Ext.3
Fax: (618) 443-4699



July 1, 2003

Northrop Grumman Corporation
12005 Sunrise Valley Drive
Reston, VA 20191-3423

Dear Mr. Merrill,

In response to your letter sent on May 30, 2003 regarding the Midwest Airspace Plan, we have discussed this matter at our July monthly Board Meeting with our staff and Board of Directors.

At this time, we have no comments in regards to this Environmental Assessment. Our area of expertise is in soil and water conservation and do not believe that we can give any beneficial remarks in respect to this issue.

Thank you for considering us in this matter.

Sincerely,

A handwritten signature in cursive script that reads "Kelly Schreder". The signature is written in black ink and is positioned above the printed name.

Kelly Schreder
Resource Conservationist



MISSOURI DEPARTMENT OF CONSERVATION

Headquarters

2901 West Truman Boulevard, P.O. Box 130, Jefferson City, Missouri 65102-0130
Telephone: 573-751-4115 ▲ Missouri Relay Center: 1-800-735-2966 (TDD)

JOHN D. HOSKINS, Director

July 18, 2003

Attention: ACE-520-MAP
Federal Aviation Administration
901 E. Locust
Kansas City, MO 64106

Dear Sir:

I am responding to your request for comments and environmental information regarding the Midwest Airspace Plan (MAP) for redesign of airspace in the St. Louis Metropolitan area. I am unaware of information regarding impacts of planes flying at the height of commercial jet heights on bird migration routes and the birds themselves. Therefore, I am focusing my comments on those conservation areas located close to major airports in the study area, known concentrations of waterfowl, and presence of bird species of conservation concern within the study area.

The Missouri Department of Conservation (Department) owns and manages numerous areas within the project's 70-mile radius study zone. I have attached maps from the Department's Conservation Atlas that identify the name and location of conservation areas within St. Charles and St. Louis counties. Many of these areas provide habitat for resident and migratory birds, including neo-tropical migratory songbirds. Several areas in St. Charles and St. Louis counties also provide habitat for large concentrations of migratory waterfowl and shorebirds, and resident waterfowl. In addition, nearby U.S. Fish and Wildlife refuge and U.S. Army Corps of Engineers sites also provide habitat for all migratory birds and have large concentrations of waterfowl and shorebirds. The largest acreage conservation areas (CA) and those areas with large concentrations of waterfowl are included on the attached table. Areas consisting primarily of wetlands may have large concentrations of waterfowl and shorebirds. All areas can provide habitat for migratory songbirds and resident birds.

Within the 70-mile radius zone, a query of the Natural Heritage Database identified a number of bird species of conservation concern known to occur in the zone. These bird species are:

| Species | Federal Status | State Status | State Rank |
|-------------------|----------------|--------------|---------------------------|
| Bald Eagle | Threatened | Endangered | Imperiled (S2) |
| Peregrine Falcon | | Endangered | Critically Imperiled (S1) |
| American Bittern | | Endangered | Critically Imperiled (S1) |
| Common Moorhen | | | Imperiled (S2) |
| Great Egret | | | Rare (S3) |
| King Rail | | Endangered | Critically Imperiled (S1) |
| Least Bittern | | | Imperiled (S2) |
| Sora | | | Imperiled (S2) |
| Pied-billed Grebe | | | Imperiled (S2) |

200030

COMMISSION

STEPHEN C. BRADFORD
Cape Girardeau

ANITA B. GORMAN
Kansas City

CYNTHIA METCALFE
St. Louis

LOWELL MOHLER
Jefferson City

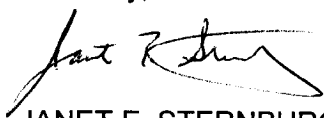
Attention: ACE-520-MAP
Federal Aviation Administration
Page 2
July 18, 2003

| Species | Federal Status | State Status | State Rank |
|---------------------|----------------|--------------|----------------|
| Cooper's Hawk | | | Rare (S3) |
| Sharp-shinned Hawk | | | Imperiled (S2) |
| Red-shouldered Hawk | | | Rare (S3) |

These species have been found within the 70-mile zone within the last ten years, existing with the current airspace design, and are probably acclimated to current conditions. With the high flight altitudes of most commercial planes, it is unlikely that the presence of these species within the 70-mile zone will be negatively impacted.

If you require further assistance, please contact me at (573) 522-4115, Extension 3372 or at sternj@mdc.state.mo.us.

Sincerely,



JANET E. STERNBURG
POLICY COORDINATOR

JES:dcl

Attachments:

1. Maps
2. Conservation Areas table

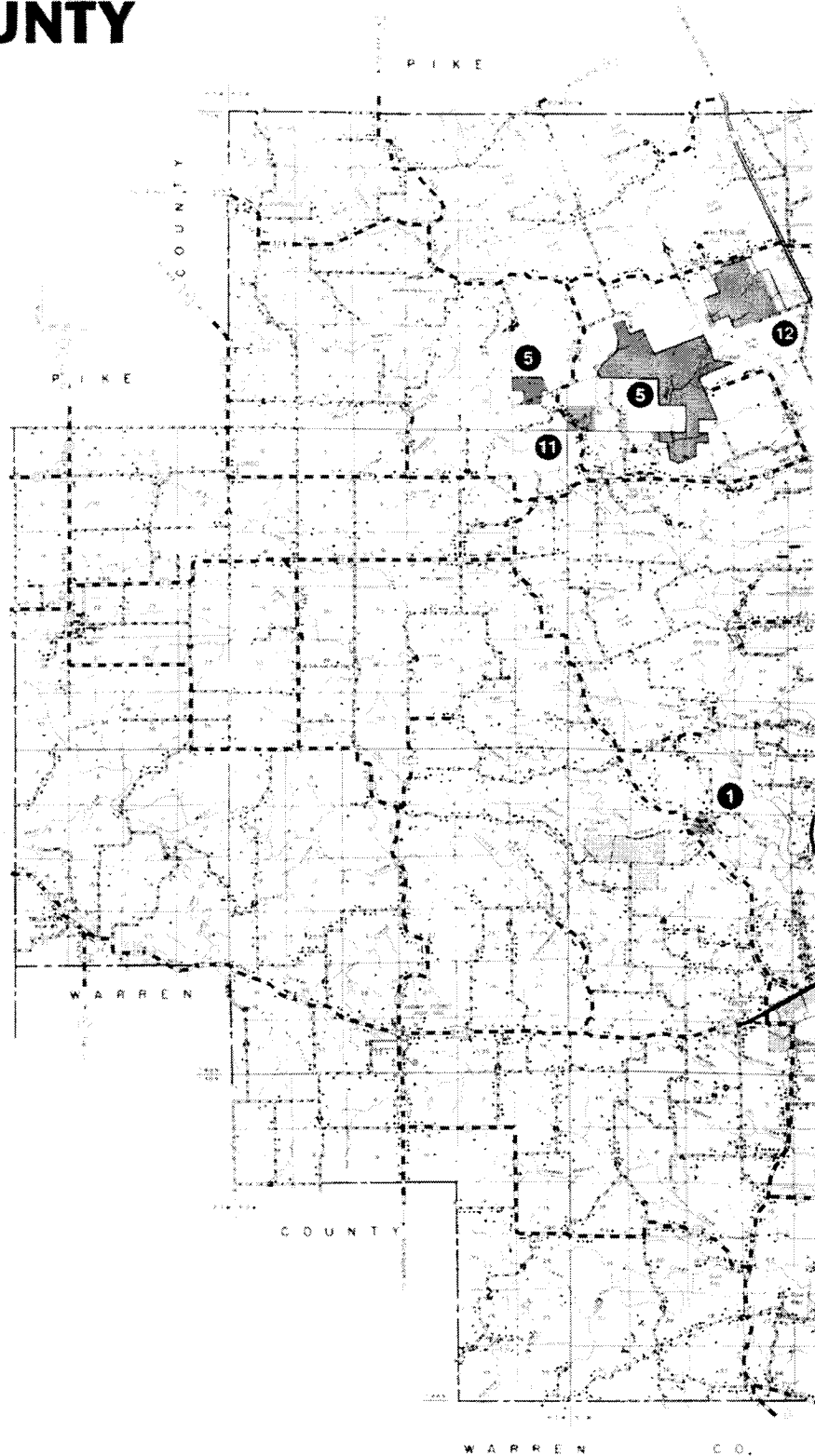
MISSOURI DEPARTMENT OF CONSERVATION (MDC)

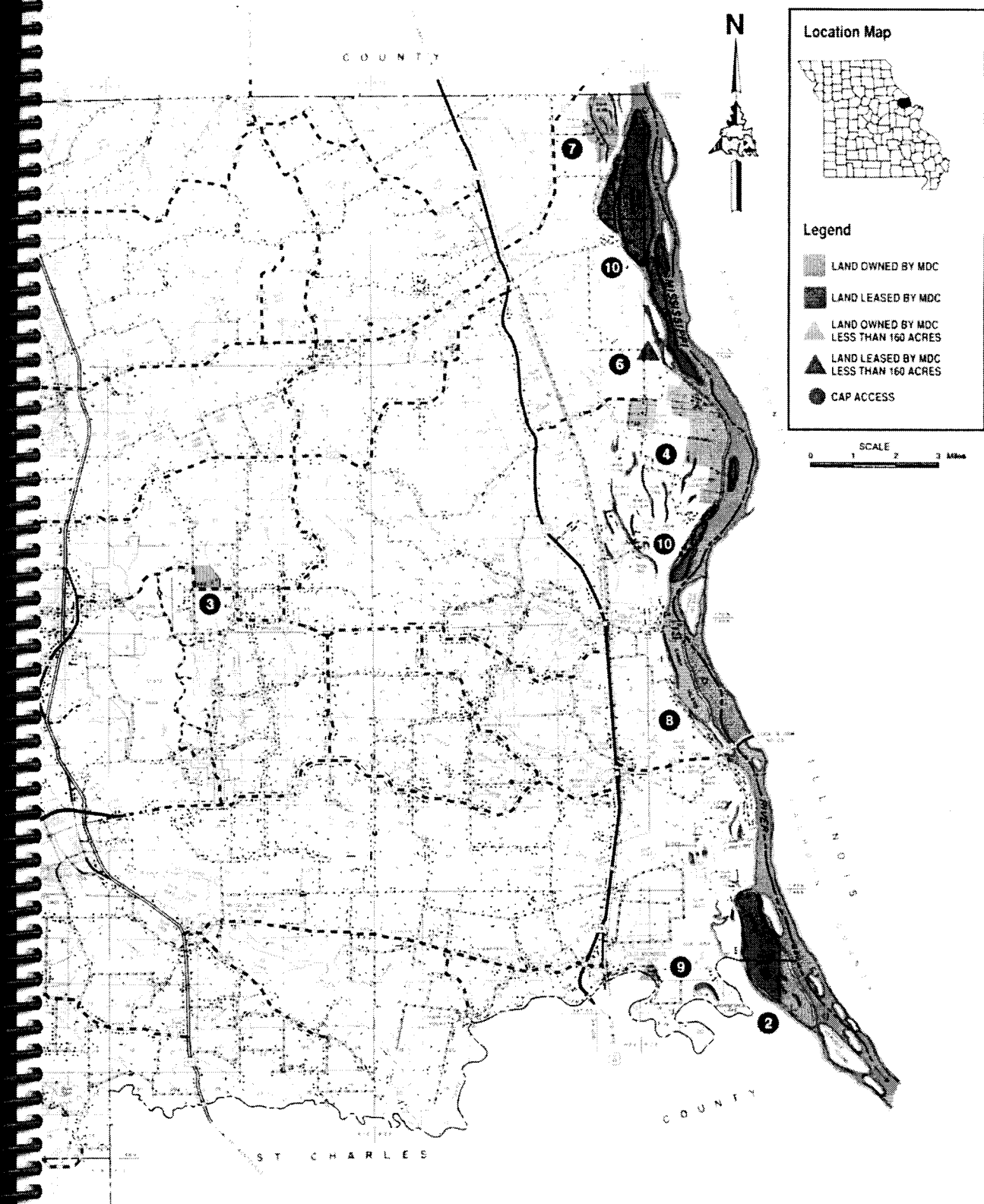
**CONSERVATION AREAS:
LARGE ACREAGE AND LARGE WATERFOWL CONCENTRATIONS**

| Area | County | Owner | Main Habitat | Comments |
|---------------------------------------------|----------------------------|--------------|------------------------------------------------|-----------------------------------------------------|
| August A. Busch Memorial CA | St. Charles | MDC | Mostly forest with, wetlands, grasslands | |
| Weldon Spring CA | St. Charles | MDC | Mostly forest with grassland and some wetland | |
| Howell Island CA | St. Charles | MDC | Forest | |
| Upper Mississippi CA | St. Charles north to Lewis | MDC | Forest and wetlands along Mississippi River | 87 tracts for approx. 15,000 acres |
| Cuivre Island CA | St. Charles and Lincoln | MDC | Forest with old fields along Mississippi River | |
| Pelican Island Natural Area | St. Louis | MDC | Forest on MO River | |
| Marais Temps Clair CA | St. Charles | MDC | Wetlands, some forest, cropland | |
| Cuivre Island CA | St. Charles | MDC | Mostly forest with old field | |
| Columbia Bottom CA | St. Louis | MDC | Forest, cropland and some wetlands, old field | Migratory songbird, waterfowl concentrations |
| Forest 44 CA | St. Louis | MDC | Forest | |
| Hickory Woods CA | St. Louis | MDC | Forest | Only 10 acres but located within 5 miles of Lambert |
| Riverwoods CA | St. Louis | MDC | Forest along MO River | |
| St. Stanislaus CA | St. Louis | MDC | Forest along MO River | |
| Creve Coeur Lake | St. Louis | MDC | 320 acre lake | Excellent birding spot in urban St. Louis |
| Rockwoods Range | St. Louis | MDC | Forest | |
| Rockwoods Reservation | St. Louis | MDC | Forest | |
| Ted Shanks CA | Pike | MDC | Forest and 2,500 acres wetlands | Waterfowl and shorebird concentrations |
| B.K. Leach Memorial CA | Lincoln | MDC | Wetlands, forests or Mississippi River | |
| Sandy Island CA | Lincoln | MDC | Forest on Mississippi River. | |
| Clarence Cannon National Wildlife Refuge | Pike | USFWS | Wetlands, Forest | Waterfowl and shorebird concentrations |
| Riverlands Environmental Demonstration Area | St. Charles | USACE | Wetlands and bottomland prairie | Waterfowl and shorebird concentrations |

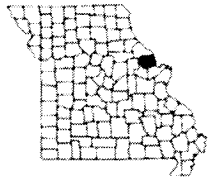
LINCOLN COUNTY

- 1 Crouch Access (2 acres) is 4 miles north of Troy at the Route H bridge over the West Fork of the Cuivre River, to which it provides walk-in fishing access.
- 2 Cuivre Island Conservation Area. See St. Charles County, page 193.
- 3 Kessler Memorial Wildlife Area (157 acres) is 5 miles north of Troy on Highway 61 then 3 miles east on Route KK. This area contains grassland, forest and some cropland.
- 4 B. K. Leach Memorial Conservation Area (1,413 acres) consists of two tracts. The main tract is 3 miles south of Elsberry on Highway 79 then 3 miles east on Route M. This area borders the Mississippi River and contains wetlands, forest and cropland. Facilities/features: managed dove hunt, six waterfowl blinds and several fishable sloughs and ponds (40 acres total).
- 5 William R. Logan Conservation Area (1,798 acres) consists of two tracts. The largest tract is 10 miles north of Troy on Highway 61, a quarter-mile mile west on Route E, then 3 miles north on Route RA. This area is mostly forest. Facilities/features: firearms range, seven fishable ponds (30 acres).
- 6 Norton Woods Access (part of the Upper Mississippi Wildlife Area). This small area is 4 miles south of Elsberry on Highway 79, east on Route M, then a mile left on County Road 927. It offers access to the Mississippi River.
- 7 Prairie Slough Conservation Area (584 acres) is 5 miles northeast of Elsberry on Route P. This forest and wetlands tract contains Prairie Slough Natural Area, a 406-acre wet-mesic bottomland forest.
- 8 Sandy Island Conservation Area (308 acres). Take Route N east from Highway 79 to Lock and Dam No. 25. Visitors must then walk 300 yards. This is a forest area on the Mississippi River.
- 9 Twin Rivers Access (3 acres) is 3 miles south of Old Monroe on Highway 79 then east 2 miles on Twin Rivers Road. This area offers access to the Cuivre River.
- 10 Upper Mississippi Conservation Area. See St. Louis County, page 120.
- 11 Vonaventure Memorial Forest and Wildlife Area (203 acres) is north of Silex on Route UU. This is a forest area with a small pond.
- 12 Wm. G. and E.P. White Memorial Wildlife Area (810 acres). This area is on Route Z at Whiteside. Facilities/features: boat ramp, fishing jetty, two fishable ponds (6.6 acres total), Lake Whiteside (22 acres), managed dove hunt.





Location Map

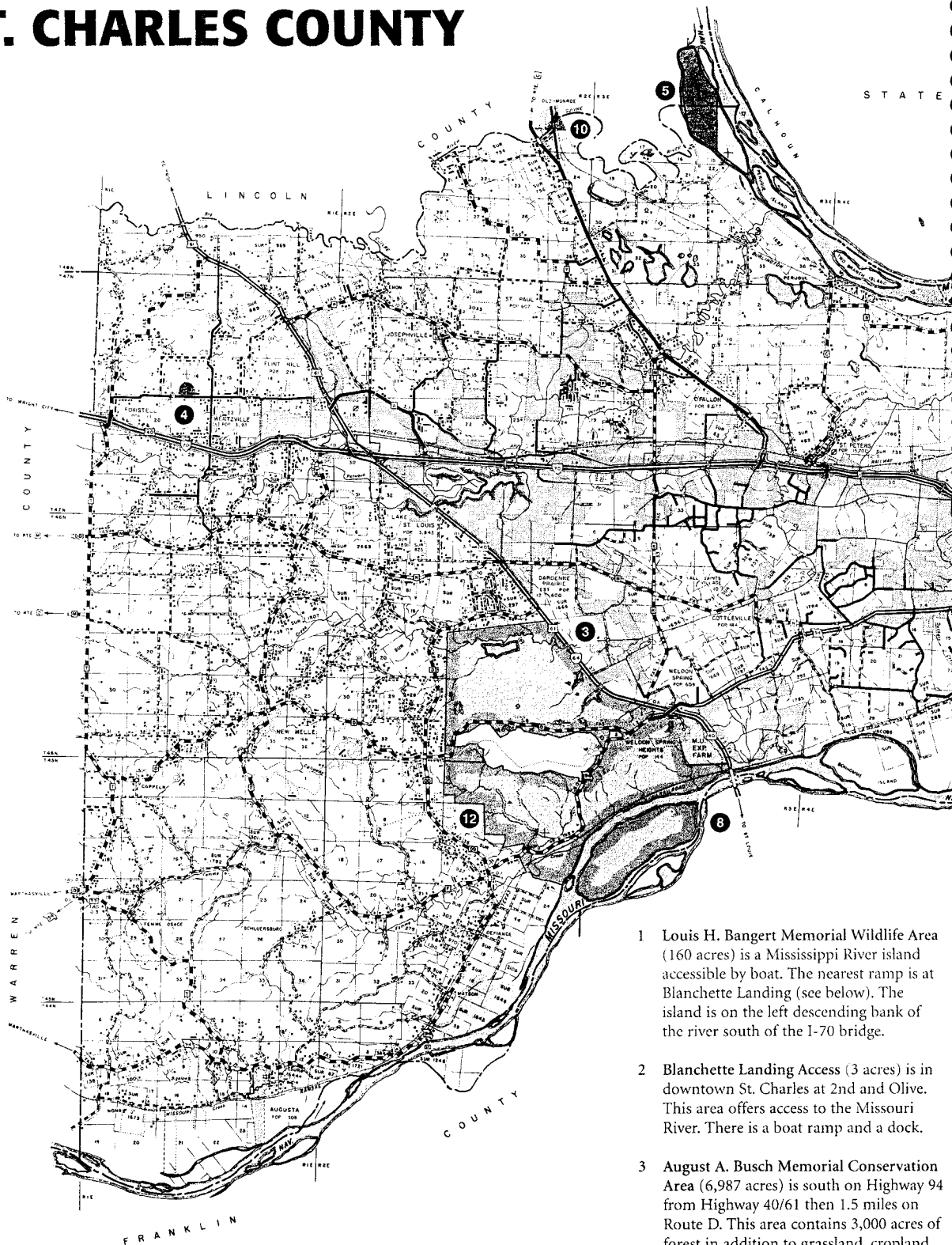


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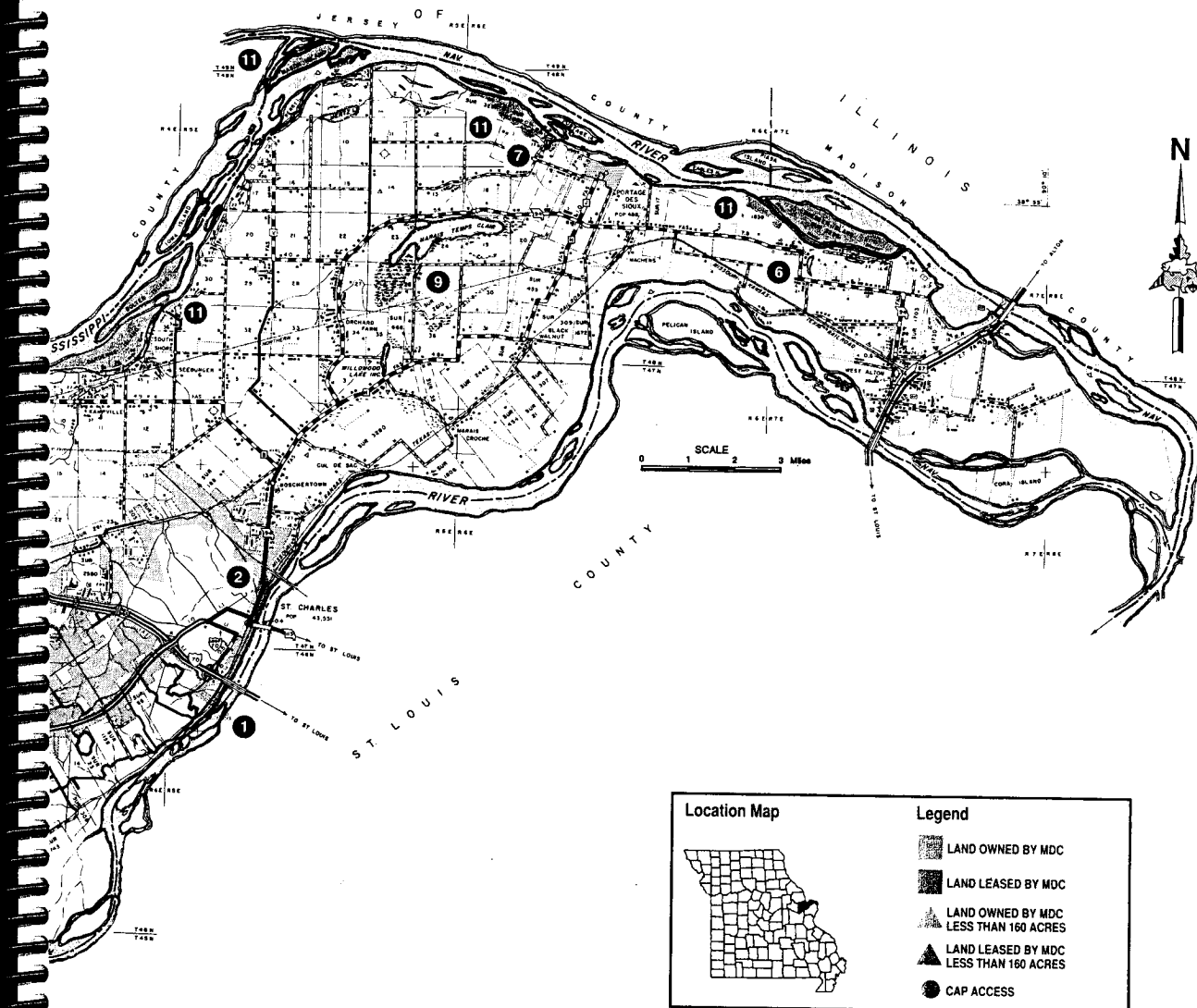
- LAND OWNED BY MDC
- LAND LEASED BY MDC
- LAND OWNED BY MDC LESS THAN 160 ACRES
- LAND LEASED BY MDC LESS THAN 160 ACRES
- CAP ACCESS



ST. CHARLES COUNTY



- 1 Louis H. Bangert Memorial Wildlife Area (160 acres) is a Mississippi River island accessible by boat. The nearest ramp is at Blanchette Landing (see below). The island is on the left descending bank of the river south of the I-70 bridge.
- 2 Blanchette Landing Access (3 acres) is in downtown St. Charles at 2nd and Olive. This area offers access to the Missouri River. There is a boat ramp and a dock.
- 3 August A. Busch Memorial Conservation Area (6,987 acres) is south on Highway 94 from Highway 40/61 then 1.5 miles on Route D. This area contains 3,000 acres of forest in addition to grassland, cropland, old fields, prairie and wetlands. Facilities/features: boat rentals, picnic areas and a pavilion, seven hiking trails, 43 fishing jetties, four fishing docks, staffed firearms range, archery range, five viewing blinds, and a nature center.



The area also has 72 fishable lakes and ponds totaling 550 acres.

- 4 Community Club Lake is north of I-70 on Pearce Boulevard then 3 miles west on Meyer Road. Facilities/features: boat ramp, picnic area and pavilion, fishing dock, Community Club Lake (3 acres).
- 5 Cuivre Island Conservation Area (1,461 acres). Take Highway 79 north from O'Fallon to Dalbow Road. Follow Dalbow 5 miles east. This is a mostly forest area with old fields. Facilities/features: boat ramp, three hiking trails, permanent stream (Mississippi River).
- 6 Dresser Island Access (2 acres) is about 4 miles west of West Alton on Highway 94. This area offers access to the Mississippi River. There are two boat ramps.
- 7 Hide-Away Harbor (15 acres) is near Portage Des Sioux. Take Highway 94 to Route J, then go north on J to Portage

Road. From Portage take Sioux Road to the area. Facilities/features: boat ramp, boat dock (on the river), fishing dock, fishable lake (6 acres), permanent stream (Mississippi River).

- 8 Howell Island Conservation Area (2,547 acres) is on Olive Street/Eatherton Road 3 miles off Highway 40/61. This island area is mostly forest surrounded by the Missouri River and Centaur Chute. Access is via a causeway over the chute.
- 9 Marais Temps Clair Conservation Area (935 acres). Go north from St. Charles on Highway 94 to Route H. Continue on H for 3 miles to Island Road, which leads to the area. This tract contains 500 acres of wetlands in addition to cropland and some forest.
- 10 Old Monroe Access (1 acre) is on an unnamed county road just east of where Highway 79 crosses the Cuivre River in Old Monroe.

- 11 Upper Mississippi Conservation Area. See Lewis County, page 120.

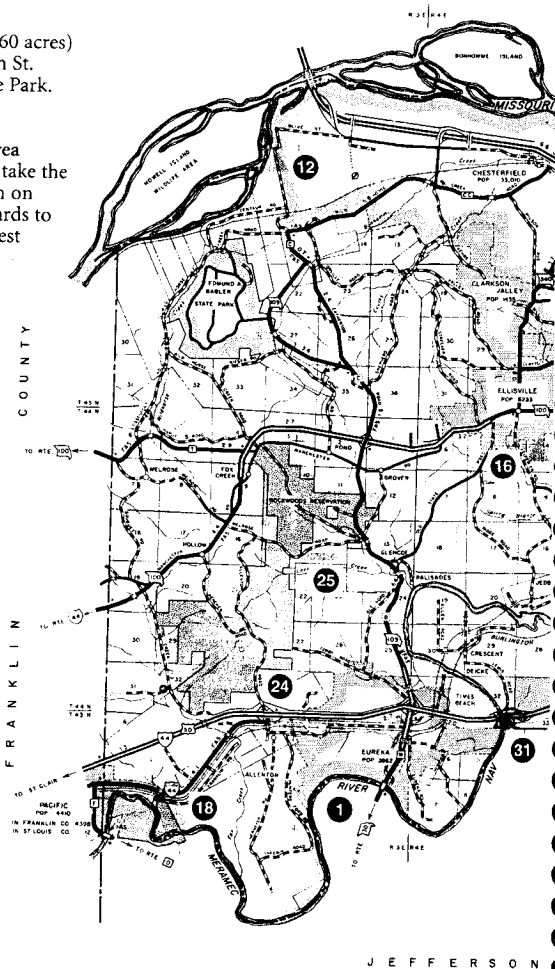
- 12 Weldon Spring Conservation Area (8,193 acres) is accessible from several parking areas along Highway 94 south of Highway 40/61. This is a mostly forest area with pasture, cropland and some wetlands and glades. Facilities/features: boat ramp (on the river), four hiking trails, a fishing dock, seven fishable lakes and ponds (51 acres total), permanent stream (Missouri River). Weldon Spring Hollow Natural Area features 385 acres of upland and bottomland forest and rugged riverbreaks topography. Other features include limestone cliffs and bluff escarpments. Katy Trail State Park, a hiking and bicycle trail, passes through the area.

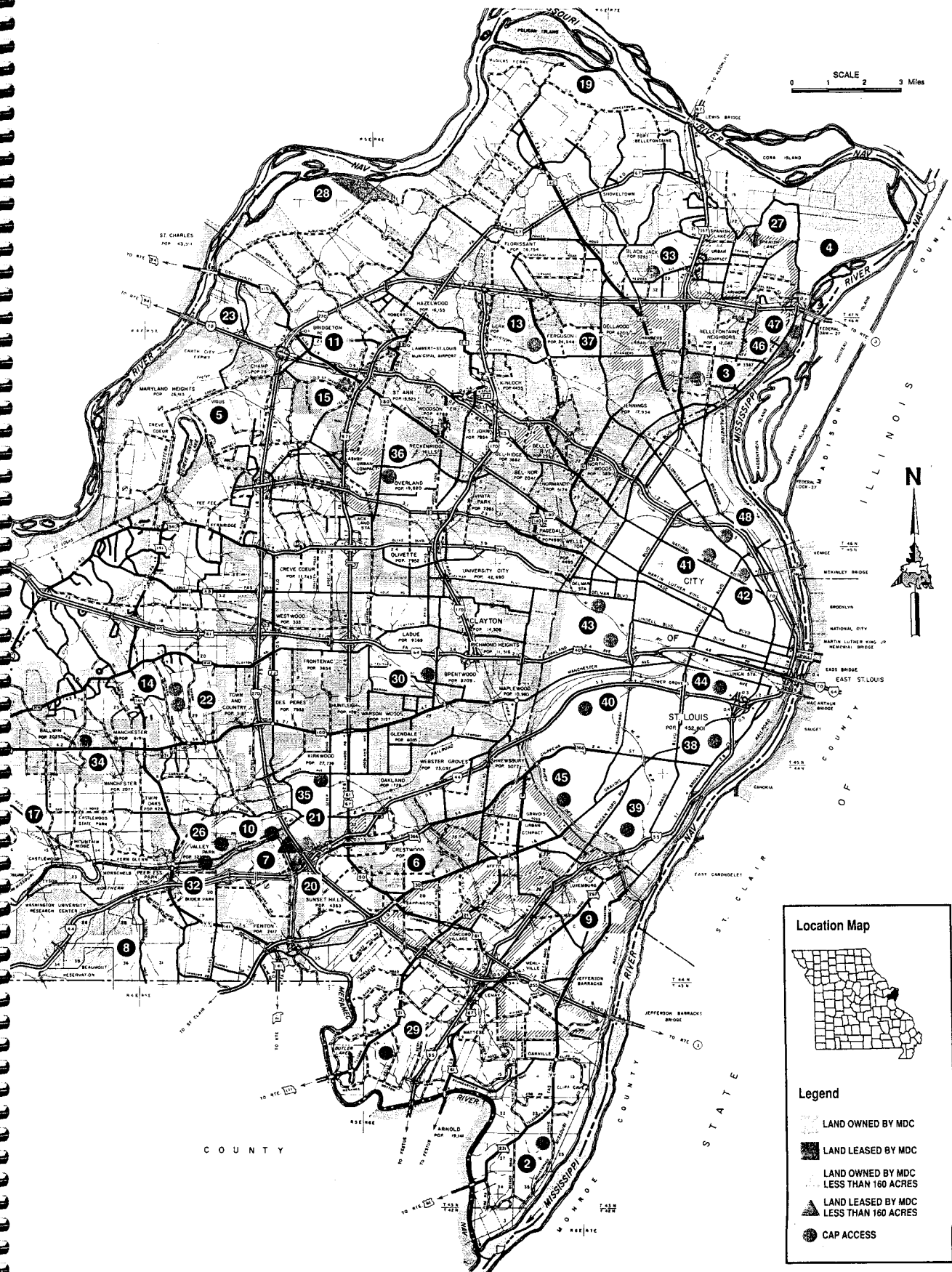
ST. LOUIS COUNTY

- 1 Allenton Access (10 acres). Exit I-44 at Allenton Six Flags Road and go south. Cross the railroad tracks and turn east on Main Street, then go south on Brown Road to Huntersford. Follow Huntersford to the entrance. This area offers access to the Meramec River. There is a boat ramp.
- 2 Bee Tree Lake is south on Telegraph Road off I-270, left on Becker, then down Finestown Avenue. Facilities/features: picnic area and three pavilions, two hiking trails, a fishing dock, Bee Tree Lake (9 acres).
- 3 Bellefontaine Park Lake is south of I-270 on Bellefontaine Road. Facilities/features: picnic area and three pavilions, hiking trail, fishing dock, Bellefontaine Park Lake (2 acres).
- 4 Columbia Bottom Conservation Area (4,318 acres) is in North St. Louis County. Take the Riverview Drive exit from I-270, then go north on Riverview about 2.5 miles. This area contains cropland, forest and some wetlands and old fields. There are six hiking trails and two permanent streams.
- 5 Creve Coeur Lake is west on Dorsett Road off I-270 then right on Marine. Facilities/features: three boat ramps, boat dock, picnic areas and a pavilion, two fishing jetties, a fishing dock, Creve Coeur Lake (320 acres). The park also has tennis courts, ball fields and an ice rink.
- 6 Claire Gempp Davidson Memorial Wildlife Area (13 acres). From I-44 and I-270, exit I-44 east to Watson Road. Go east on Watson to Sappington Road and south on Sappington to Eddie and Park Road. This forest and grassland area has a picnic area and a hiking trail.
- 7 Emmenegger Nature Park (93 acres). From eastbound I-44 take the Watson Road exit and turn north on Geyer Road. Follow Geyer 200 yards to Cragwold Road, and go a mile west before turning south on Stoneywood. Facilities/features: picnic areas and a pavilion, two hiking trails. This area is just west of the Powder Valley Conservation Nature Center. (See page 203.)
- 8 Forest 44 Conservation Area (958 acres) is a block south off I-44 on Highway 141, then a mile west on Meramec Station Road and a half-mile left on Hillsboro Road. This area is mostly forest. Facilities/features: eight hiking trails, four designated horse trails, staffed firearms range, permanent stream (Williams Creek).
- 9 Gravois Creek Conservation Area (14 acres). Take Reavis Barracks Road to Avenue H. Access is through the Gateway Trailnet Hiking and Biking Trail. This is a forest area.
- 10 Greentree Park Access is on Marshall Road between Highway 141 and I-270. This area offers access to the Meramec River. Facilities/features: boat ramp, picnic area and pavilion, hiking trail.
- 11 Hickory Woods Conservation Area (10 acres) is north of I-70 on Lindbergh Road, west on Long Road and north on Fee Fee road. This is a forest area with a hiking trail.
- 12 Howell Island Conservation Area. See St. Charles County, page 193.
- 13 January-Wabash Park Lake is south on New Florissant Road off I-270 then right on January Avenue. Facilities/features: picnic area, hiking trail, fishing jetty, January-Wabash Lake (5 acres).
- 14 Jarville Lake is west on Manchester off I-270 then right on Weidmann Road. Facilities/features: picnic area and three pavilions, hiking trail, fishing dock, Jarville Lake (2 acres).
- 15 Kiwanis Lake is off I-70 on St. Charles Rock Road to Fee Fee Road, then right on Oak Street. Facilities/features: picnic area and pavilion, hiking trail, fishing dock, Kiwanis Lake (one-half acre).
- 16 Roger Klamberg Woods Conservation Area (67 acres) is south of Ellisville on Kiefer Creek Road off Highway 100. This is a forest area with a hiking trail.
- 17 New Ballwin Lake is west on Manchester Road off I-270 then right on Seven Trails Drive. Facilities/features: picnic area and pavilion, hiking trail, fishing jetty, New Ballwin Park Lake (1 acre).
- 18 Pacific Palisades Conservation Area. See Jefferson County, page 108.
- 19 Pelican Island Natural Area (2,260 acres) is on the Missouri River in North St. Louis County near Sioux Passage Park. Public access is by boat only.
- 20 Possum Woods Conservation Area (15 acres). From eastbound I-44 take the Watson Road exit and turn north on Geyer Road. Follow Geyer 200 yards to Cragwold Road, and go a mile west

before turning south on Stoneywood to the Emmenegger Nature Park Entrance. Possum Woods is located in the park's southeast corner. This is a 15-acre forest.

- 21 Powder Valley Conservation Nature Center (112 acres) Go a half-mile south on Lindbergh Road off I-44, a half-mile west on Watson Road, then north on Geyer Road to Cragwold Road. Turn west on Cragwold and watch for signs. This is a forested area with three hiking trails. The nature center has two floors of exhibits. See page 203 for more information.
- 22 Queeny Park Lake is west on Manchester off I-270 then right on Weidmann Road. Facilities/features: picnic area, hiking trail, fishing jetty, Queeny Park Lake (1 acre).
- 23 Riverwoods Conservation Area (122 acres) is on the Missouri River at the western end of St. Charles Rock Road in St. Louis County. This is a forest area with a hiking trail.





Location Map

Legend

- LAND OWNED BY MDC
- LAND LEASED BY MDC
- LAND OWNED BY MDC LESS THAN 160 ACRES
- LAND LEASED BY MDC LESS THAN 160 ACRES
- CAP ACCESS

24 **Rockwoods Range** (1,388 acres) is 2 miles west of Allenton-Six Flags Road on North Outer Road. This is a forest area with five hiking trails and three designated horse trails.

25 **Rockwoods Reservation** (1,843 acres). Exit I-44 at Highway 109 and continue 4 miles north to Woods Avenue. Go left on Woods then right on Glencoe Road. This is a predominantly forest area. Facilities/features: picnic areas and a pavilion, six hiking trails, viewing blind, permanent stream (Hamilton Creek). The area also has a Conservation Education Center.

26 **Simpson Park Lake** is north of I-44 on Route 141 (Meramec Station Road) and a mile right on Marshall Road. Facilities/features: boat ramp, picnic areas and pavilion, hiking trail, fishing dock. Simpson Park Lake (72 acres).

27 **Spanish Lake** is north on Bellefontaine Road off I-270 then a mile to the right on Spanish Pond Road. This area contains both Spanish Lake (34 acres) and **Sunfish Lake** (31 acres). Facilities/features: boat ramp, boat dock, picnic area and three pavilions, two hiking trails, two fishing docks.

28 **St. Stanislaus Conservation Area** (810 acres) is in the Missouri River Bottoms in Hazelwood. It can be reached from Highway 570 by going northeast on Aubachon Road about 4 miles. There are six hiking trails.

29 **Suson Park Lakes** are south off I-270 on Tesson Ferry Road (also called Highway 21) then left on Wells Road. Facilities/features: picnic area and three pavilions, three fishing jetties, three ponds totaling 8 acres.

30 **Tilles Park Lake** is on McKnight Road south of I-40. Facilities/features: picnic area and pavilion, fishing dock. Tilles Park Lake (2 acres).

31 **Times Beach Access** (3 acres) is just under the I-44 bridge at the Lewis Road exit. This area offers access to the Meramec River. There is a boat ramp.

32 **Valley Park Access** is on Marshall Road. This area offers access to the Meramec River. There is a boat ramp and picnic area.

33 **Veterans' Memorial Park Lake** is north on Highway 367 off I-270 then left on Redman Road. Facilities/features: picnic area, two fishing docks. Veterans' Memorial Park Lake (2 acres).

34 **Vlasis Park Lake** is west on Manchester Road off I-270 then right on Seven Trails Drive. Facilities/features: picnic area and pavilion, fishing jetty. Vlasis Park Lake (about one-half acre).

35 **Walker Lake** is north on Highway 61/67 and left on Adams. Facilities/features: picnic area, hiking trail, fishing jetty, fishing dock. Walker Lake (2 acres).

36 **Wild Acres Park Lake** is north on Ashby from Page Avenue then right on Midland Boulevard. This is a 5-acre lake with a fishing jetty.

37 **Wild Cherry Ridge Conservation Area** (11 acres) is in Ferguson on Hudson Road. Access is from Hudson Park. This is a forest area.

CITY OF ST. LOUIS

38 **Benton Park Lake** is west off I-55 on Arsenal. Facilities/features: picnic area and pavilion, hiking trail, fishing jetty. Benton Park Lake (2 acres).

39 **Boathouse Lake and Horseshoe Lake** are in Carondelet Park on Loughborough Avenue off I-55. Facilities/features: picnic area and three pavilions, hiking trail, fishing jetty, three fishing docks. Boathouse Lake (5 acres), Horseshoe Lake (5 acres).

40 **Clifton Heights Park Lake** is south on Hampton Avenue off I-44, west on Elizabeth, then left on Ester. Facilities/features: picnic area, hiking trail, fishing jetty. Clifton Heights Park Lake (1 acre).

41 **Fairgrounds Park Lake**. Take I-70 to West Florissant. Take West Florissant to North Florissant and turn left. From North Florissant turn right on Prairie. Facilities/features: picnic area and pavilion, hiking trails, fishing jetty. Fairgrounds Park Lake (9 acres).

42 **Hyde Park Lake** is on Salisbury Street west off I-70. Facilities/features: picnic area and pavilion, hiking trail, fishing jetty. Hyde Park Lake (half acre).

43 **Jefferson Lake** is in Forest Park a block south off I-44 on Highway 141, then a mile west on Meramec Station Road and a half-mile left on Hillsboro Road. Facilities/features: picnic area and pavilion, hiking trail. Jefferson Lake (9 acres), Lake No. 7 and Lake No. 8.

44 **Lafayette Park Lake** is North on Jefferson Avenue off I-44 then right on Lafayette. Facilities/features: picnic area and pavilion, hiking trail, fishing jetty. Lafayette Park Lake (1 acre).

45 **North Lake and South Lake at Wilmore Park** are west on Loughborough off I-55, left on Gravois, then right on Hampton Avenue. Facilities/features: picnic areas and pavilions, hiking trail, fishing jetties. North Lake (2 acres), South Lake (5 acres).

46 **North Riverfront Park Access** (5 acres) is 2 miles south of Highway 270 on Riverview Drive. This area offers access to the Mississippi River. Facilities/features: three boat ramps, hiking trail, viewing deck.

47 **North Riverfront Park Lake** is north on Broadway off I-70 then right on Riverview Boulevard. Facilities/features: boat ramp, picnic area, hiking trail, viewing deck. This area offers access to the Mississippi River.

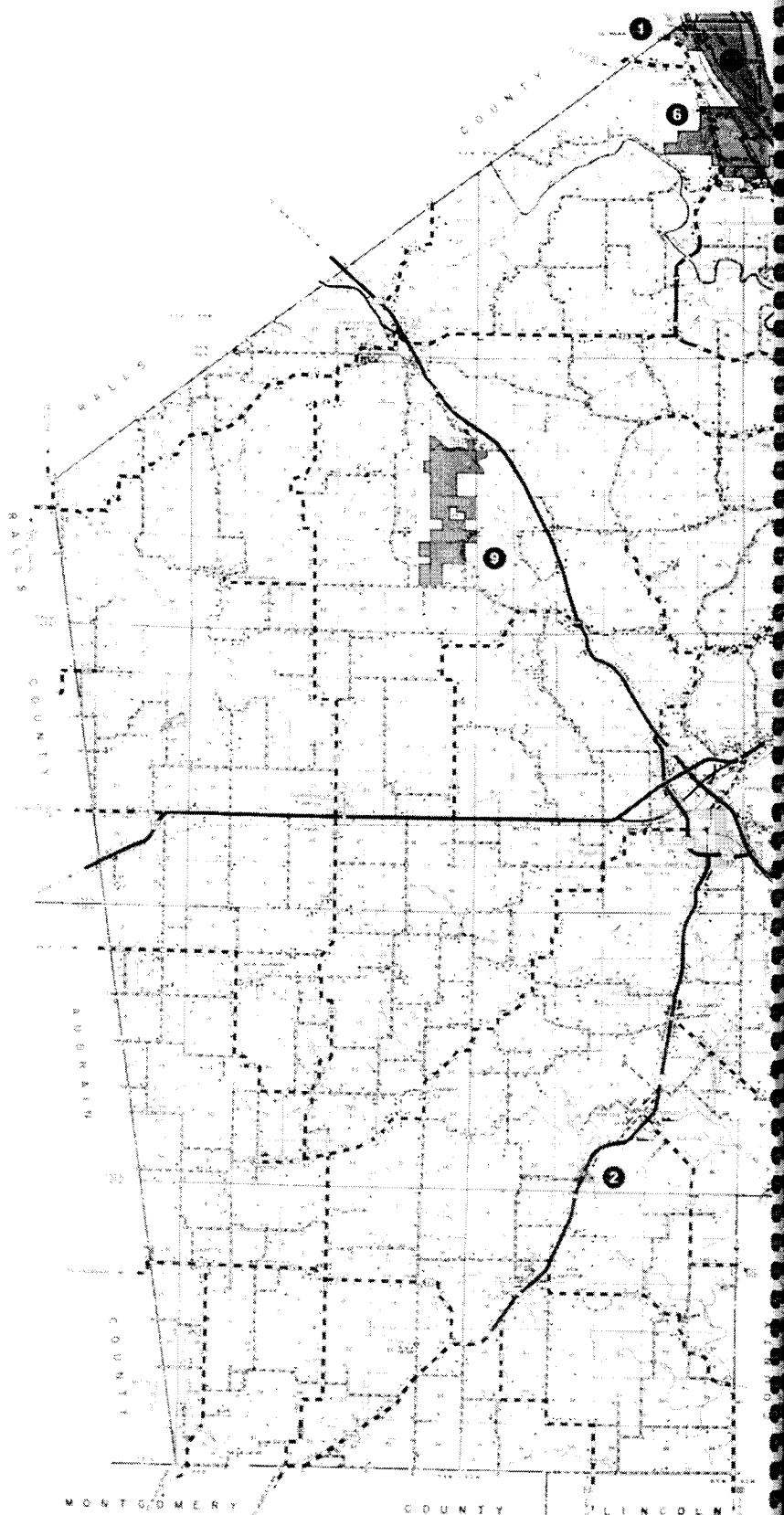
48 **O'Fallon Park Lake** is south on West Florissant Avenue off I-70. Facilities/features: picnic area, fishing jetty. O'Fallon Park Lake (5 acres).

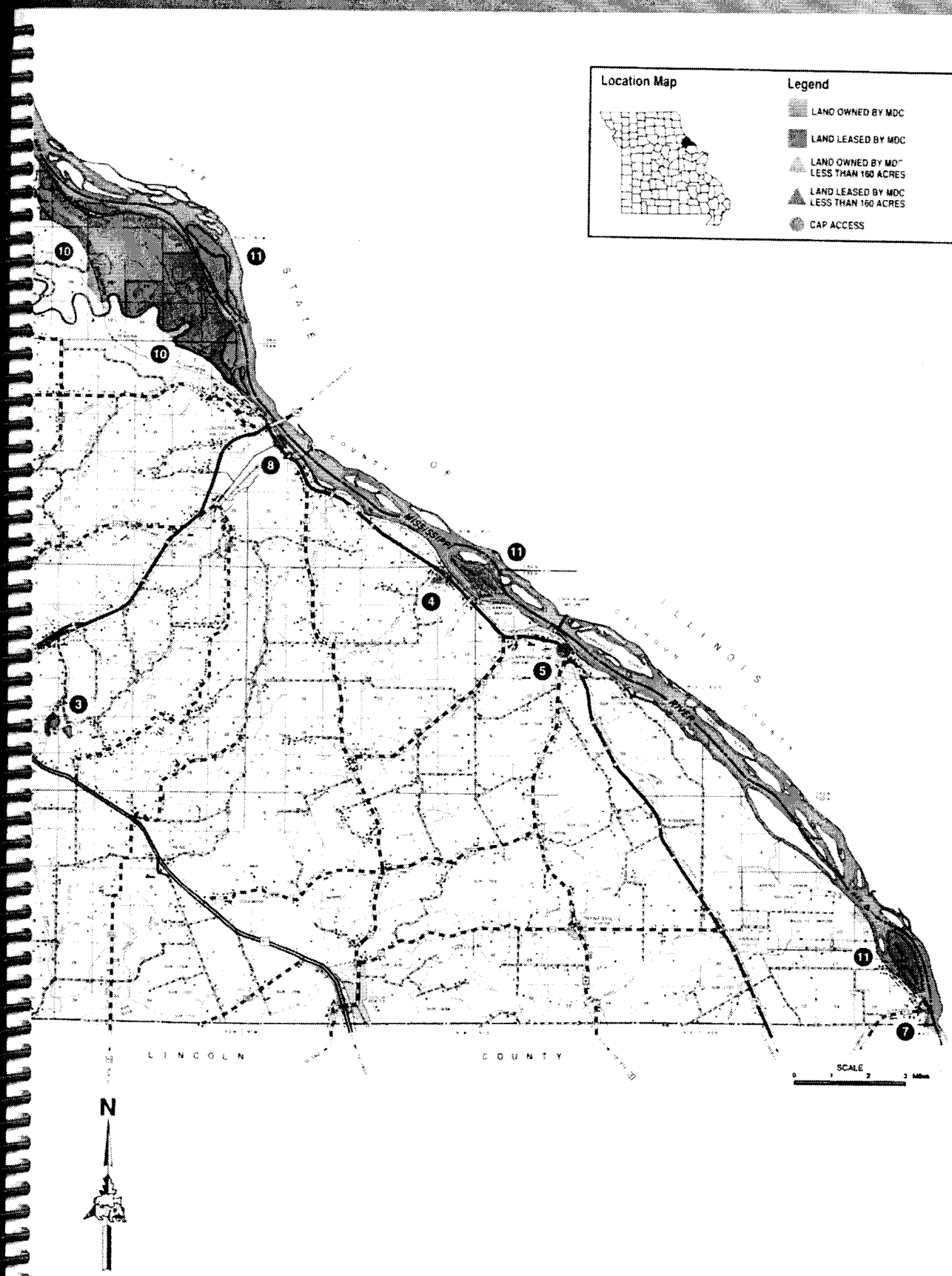


More than 110 forested acres surround the Powder Valley Conservation Nature Center, which is open to visitors free of charge.

PIKE COUNTY

- 1 Edward Anderson Conservation Area.
See Ralls County, page 182.
- 2 Ashley Access (7 acres) is 7 miles south of Bowling Green on Highway 161. This area offers access to the North Fork of the Cuivre River.
- 3 Bowling Green West Lake (750 acres) is 2 miles east of Bowling Green on Highway 54 and 2 miles south on a gravel road. The lake offers 45 acres of fishable water.
- 4 Calumet Creek Access (3 acres) is 4 miles north of Clarksville on Highway 79. This area offers access to Calumet Creek and the Mississippi River, which is immediately downstream. There is a boat ramp.
- 5 Clarksville Riverfront Park (3 acres) is a block west of the 4-way stop on Highway 79 in Clarksville. Facilities/features: boat ramp, improved camping, picnic area and three pavilions, permanent stream (Mississippi River).
- 6 DuPont Reservation Conservation Area (1,320 acres) is 16 miles south of Hannibal on Highway 79 near Ashburn. This is a predominantly forest area. Facilities/features: boat ramp, primitive camping, DuPont Upland Forest Natural Area (80-acre mixed upland hardwood forest), permanent stream (Mississippi River).
- 7 Hamburg Ferry Access (24 acres) is 10 miles east on Route P off Highway 79 near Elsberry. This area offers access to the Mississippi River. There is a boat ramp.
- 8 Louisiana Access (10 acres) is in Louisiana 6 blocks south of Highway 54 on Third Street, then 3 blocks east on South Carolina Street. This area offers access to the Mississippi River. Facilities/features: boat ramp, primitive camping, picnic areas.
- 9 Ranacker Conservation Area (1,618 acres) is 9 miles north of Bowling Green on Route RA off Highway 61. This area is mostly forest. Facilities/features: primitive camping, firearms range, permanent stream (Pono Creek).
- 10 Ted Shanks Conservation Area (6,705 acres) is 17 miles south of Hannibal on Highway 79 then east on Route TT. This area is nearly half forest and also contains 2,500 acres of wetlands. Facilities/features: lake boat ramp, stream boat ramp, primitive camping, 21 waterfowl blinds, two natural areas (Burr-Reed Slough, Oval Lake). There are also 575 acres of fishable water, including Horseshoe Lake (70 acres), Salt River and the Mississippi River.
- 11 Upper Mississippi Conservation Area.
See Lewis County, page 120.







United States Department of the Interior

FISH AND WILDLIFE SERVICE

Marion Illinois Suboffice (ES)

8588 Route 148

Marion, IL 62959

(618) 997-3344

(618) 997-8961 Fax

July 18, 2003

Mr. Michael K. Merrill
Northrop Grumman IT
Mail Stop C302
12005 Sunrise Valley Drive
Reston, VA 20191-3423

Dear Mr. Merrill:

This letter is in reference to your May 30, 2003, letter to the U.S. Fish and Wildlife Service concerning the development of a Environmental Assessment (EA) associated with the redesign of airspace in the St. Louis Metropolitan area. The project is know as the Midwest Airspace Plan (MAP). This letter provides comments under the authority of and in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.); and the Endangered Species Act of 1973, as amended.

To assist you in developing an EA for the MAP project we have enclosed a list of federally threatened or endangered species organized by county for the State of Illinois and a map of Illinois state and federal lands in the project area. Additionally, the Missouri Department of Conservation will be providing you with a list of sensitive areas. Increases in noise levels can reduce an area's value to wildlife as well as disrupt educational and recreational opportunities for the public. We request potential impacts to wildlife and wildlife dependent educational and recreational activities on state and federal lands be given consideration as you complete your analysis for the EA.

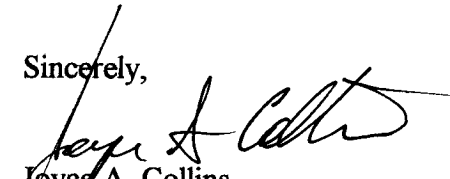
These comments provide technical assistance only and do not constitute the report of the Secretary of the Interior on the project within the meaning of Section 2(b) of the Fish and Wildlife Coordination Act, do not fulfill the requirements under Section 7 of the Endangered Species Act, nor do they represent the review comments of the U.S. Department of the Interior on any forthcoming environmental statement. Please provide a copy of the EA for our review once it is completed.

Mr. Michael K. Merrill

2.

Thank you for the opportunity to provide information early in your planning process. We look forward to working with you in the future. Should you have any questions regarding comments in this letter please contact Brian Wiebler of my staff at (618) 997-3344, x343.

Sincerely,



Joyce A. Collins
Assistant Field Supervisor

Attachments

cc: USFWS (Scott)
USFWS (Mabery)
IDNR (Davis)
MDC (Sternburg)

March 2003

DISTRIBUTION OF FEDERALLY-LISTED THREATENED (T), ENDANGERED (E), AND PROPOSED (P) SPECIES IN ILLINOIS

| BIRDS | STATUS | HABITAT | CURRENT DISTRIBUTION | POTENTIAL HABITAT | HISTORICAL RECORDS |
|-------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| <p>Bald Eagle <i>Haliaeetus leucocephalus</i></p> | <p>T Proposed to be Delisted</p> | <p>Breeding: Large rivers, lakes, reservoirs</p> | <p>Adams, Alexander, Bond, Calhoun, Carroll, Fayette, Greene, Fulton, Jo Daviess, Jackson, Mason, Pike, Pope, Randolph, St. Clair, Union, Williamson, Winnebago</p> | <p>Hancock, Jasper</p> | |
| | | <p>Wintering:</p> | <p>Adams, Alexander, Brown, Bureau, Calhoun, Carroll, *Cass, Christian, Clinton, De Witt, Fayette, Franklin, *Fulton, Greene, Grundy, Hancock, Henderson, Jackson, Jasper, Jefferson, Johnson, LaSalle, Madison, Marshall, Mason, McHenry, Menard, *Mercer, Monroe, *Morgan, Moultrie, Ogle, Peoria, Pike, Pulaski, *Putnam, Randolph, *Rock Island, Sangamon, *Schuyler, Scott, Shelby, St. Clair, Tazewell, Union, Wabash, White, *Whiteside, Will, Winnebago, Williamson, Woodford</p> | | |
| | | | <p>*Counties with night roasts</p> | | |
| <p>Least tern <i>Sterna antillarum</i></p> | E | <p>Bare alluvial and drudge spoil islands</p> | <p>Alexander, Jackson, Maase, Pope, (Mississippi and Ohio Rivers)</p> | <p>Gallatin, Hardin, Pulaski, (Ohio River) Wabash, White (Wabash River), Madison, Union, Randolph, Monroe, St. Clair (Mississippi River)</p> | <p>Cook, Gallatin, Lake, Madison, Pope</p> |
| <p>Piping Plover <i>Charadrius melodus</i> (Great Lakes Drainage)</p> | E | <p>Lakeshore beaches</p> | <p>EXTIRPATED (except for occasional migrants)</p> | <p>Lake, Cook, (Lake Michigan shoreline)</p> | |
| FISH | STATUS | HABITAT | CURRENT DISTRIBUTION | POTENTIAL HABITAT | HISTORICAL RECORDS |
| <p>Pallid sturgeon <i>Scaphirhynchus albus</i></p> | E | <p>Rivers</p> | <p>Alexander, Jackson, Madison, Monroe, Randolph, St. Clair, Union</p> | | <p>Calhoun, Hancock, Henderson</p> |

March 2003

DISTRIBUTION OF FEDERALLY-LISTED THREATENED (T), ENDANGERED (E), AND PROPOSED (P) SPECIES IN ILLINOIS

| MAMMALS | STATUS | HABITAT | CURRENT DISTRIBUTION | POTENTIAL HABITAT | HISTORICAL RECORDS |
|--------------------------------------|--------|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------------------------------------------|
| Gray bat <i>Myotis grisescens</i> | E | Caves, feeding- rivers/reservoirs adjacent to forests | Alexander, Hardin, Johnson, Pike, Pope, Pulaski, Jackson, Madison, Monroe | * | Adams, Jersey |
| Indiana bat <i>Myotis sodalis</i> | E | Caves, mines, small stream corridors with well developed riparian wooded, upland and bottomland forests | Adams, #Alexander, Bond, Ford, #Hardin, Henderson, #Jackson, Jersey, Johnson, #LaSalle, Madison, Macoupin, McDonough, #Monroe, Perry, Pike, #Pope, Pulaski, Saline, Schuyler, Scott, #Union, Vermilion | Statewide* | Cook, Christian, Jo Daviess, Morgan, Madison, Will |

Counties with winter hibernacula
* Search for bats prior to any cave impacting project, particularly in southern and southwestern Illinois

Critical Habitat: Blackball Mine, LaSalle County

| INVERTEBRATES | STATUS | HABITAT | CURRENT DISTRIBUTION | POTENTIAL HABITAT | HISTORICAL RECORDS |
|-----------------------------------------------------------|--------|---------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------------------|--------------------|
| Iowa Pleistocene snail <i>Discus macclintocki</i> | E | North facing algalic talus slopes | Jo Daviess | | |
| Karner blue butterfly <i>Lycæides melissa samuelis</i> | E | Pine barrens and oak savannas on sandy soils containing wild lupines (<i>Lupinus perennis</i>)-larvae food | EXTIRPATED | Carroll, Iroquois, Jo Daviess, Kankakee, Lee, Ogle, Winnebago Lake | |
| Hines emerald dragonfly <i>Somatochlora hineana</i> | E | Spring fed wetlands, wet meadows & marshes | Cook, Will, Dupage (Des Plaines River drainage) | | |
| Illinois cave amphipod <i>Gammarus acherondytes</i> | E | Karst caves & streams | Monroe, St. Clair | | |

March 2003

**DISTRIBUTION OF FEDERALLY-LISTED THREATENED (T), ENDANGERED (E), AND PROPOSED (P)
SPECIES IN ILLINOIS**

| MUSSELS | STATUS | HABITAT | CURRENT DISTRIBUTION | POTENTIAL HABITAT | HISTORICAL RECORDS |
|-------------------------------------------------------------------------------------------------|--------|---------|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| Fanshell mussel <i>Cyprogenia stegaria</i> (= <i>C. livorata</i>) | E | Rivers | White (Wabash River) | Gallatin (Wabash River) | |
| Fat pocketbook pearly mussel <i>Potamilus capax</i> | E | Rivers | Gallatin, Lawrence, Wabash, White, (Wabash & Little Wabash Rivers) Pope, Massac (Ohio River) *Transplanted populations | *Hancock, *Pike, (Mississippi River), Ohio River | |
| Higgins' eye pearly mussel <i>Lampsilis higginsii</i> | E | Rivers | Jo Davies, Rock Island, Mercer, Henderson (Mississippi River), Rock River below Steel Dam at Milan | Adams, Carroll, Hancock, Pike, Whiteside, (Mississippi River upstream of Lock and Dam 22) | |
| Essential Habitat: Rock Island (Sylvan Slough) | | | | | |
| Pink muscket pearly mussel <i>Lampsilis abrupta</i> (= <i>P. abrupta</i>) | E | Rivers | Massac (Ohio River) | Alexander, Gallatin, Hardin, Pope, Pulaski (Ohio River) | Clark, Crawford, Lawrence, Wabash (Wabash River) |
| Tubercled-blossom pearly mussel <i>Epiclasmus torulosa torulosa</i> | E | Rivers | EXTIRPATED | | |
| Orange-footed pearly mussel <i>Plethobasus cooperianus</i> (= <i>P. striatus</i>) | E | Rivers | Massac, Pulaski (Ohio River) | Alexander, Pope (Ohio River below mouth of Cumberland River) | |
| White warty-back pearly mussel <i>Plethobasus cicatricosus</i> | E | Rivers | EXTIRPATED | Clark, Gallatin, White (Wabash River) | |
| Clubshell <i>Pleurobema clava</i> | E | Rivers | Vermilion County (N. Fork Vermilion River) | Cumberland, White, North Fork of the Vermilion River, Little Wabash River, Embarras River | Clark, Crawford, Lawrence, Vermilion, Wabash (Wabash River) |
| Rough pigtoe <i>Pleurobema plenum</i> | E | Rivers | EXTIRPATED | | Wabash River and Lower Ohio River |
| Ring Pink <i>Obovaria retusa</i> | E | Rivers | EXTIRPATED | | Wabash River and Lower Ohio River |

March 2003

DISTRIBUTION OF FEDERALLY-LISTED THREATENED (T), ENDANGERED (E), AND PROPOSED (P) SPECIES IN ILLINOIS

| PLANTS | STATUS | HABITAT | CURRENT DISTRIBUTION | POTENTIAL HABITAT | HISTORICAL RECORDS |
|------------------------------------------------------------------------|--------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Small whorled pogonia</i> <i>Isotria medeoloides</i> | T | Dry woodland | Randolph | | |
| <i>Prairie bush-clover</i> <i>Lespedeza leptostachya</i> | T | Dry to mesic prairies with gravelly soil | Cook, Dupage, Lee, Ogle, McHenry, *Winnebago, *-Introduced | Search for this Species whenever prairie remnants are encountered | |
| <i>Running buffalo clover</i> <i>Trifolium stoloniferum</i> | E | Disturbed bottomland meadows | EXTIRPATED | | St. Clair, Tazewell, Williamson |
| <i>Lakeside daisy</i> <i>Hymenoxis herbacea</i> | T | Dry rocky prairies | *Tazewell, *Will *-Introduced | | |
| <i>Mead's milkweed</i> <i>Asclepias meadii</i> | T | Virgin prairies | *Ford, Saline, *Will, *-Introduced | Search for this species whenever prairie remnants are encountered | Cook, Fulton, Hancock, Henderson, Peoria |
| <i>Decurrent false aster</i> <i>Boltonia decurrens</i> | T | Disturbed alluvial soils | St. Clair, Madison (Mississippi River floodplain); Bureau, Fulton, Jersey, Marshall, Mason, Morgan, Peoria, Pike, Putnam, Schuyler, Scott, Tazewell, Woodford (Illinois River floodplain) | Brown, Calhoun, Cass, Green, Grundy, LaSalle, Pike, (Illinois River floodplain) | Logan, Menard |
| <i>Eastern prairie fringed orchid</i> <i>Platanthera leucophaea</i> | T | Mesic to wet prairies | Cook, Dupage, Grundy, Henry, Iroquois, Kane, Lake, McHenry | Search for this species whenever prairie remnants are encountered | Adams, Champaign, DeKalb, Fayette, Fulton, Ford, Hancock, Henderson, Jo Daviess, Kankakee, Knox, Lee, Macon, Macoupin, Madison, McDonough, McLean, Union, Menard, Ogle, Peoria, Stark, Stevenson, Will, Winnebago |
| <i>Price's potato bean</i> <i>Aplos priceana</i> | T | Wet floodplain forests, shrubby swamps | EXTIRPATED | | Union |
| <i>Leadly prairie clover</i> <i>Petalostemum foliosum</i> | E | Prairie remnants on thin soil over limestone | Will (Des Plaines River floodplain) | | Boone, Kane, LaSalle, Kankakee, Ogle |
| <i>Dune Thistle</i> <i>Christus plicheri</i> | T | Lakeshore dunes | Lake (Introduced) | | Cook |

DISTRIBUTION OF FEDERAL CANDIDATE SPECIES IN ILLINOIS

March 2003

| INVERTEBRATES | STATUS | HABITAT | CURRENT DISTRIBUTION | POTENTIAL HABITAT | HISTORICAL RECORDS |
|------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Sheepnose <i>Plethobasus cyphus</i> | Candidate | Medium to large rivers in gravel or mixed sand and gravel | Adams, Clark, Crawford, Fulton, Grundy, Hancock, Kankakee, Lawrence, Mason, Massac, Menard, Mercer, Rock Island, Sangamon, Wabash, White, Whiteside, Will | Mississippi River, Ohio River, Wabash River, Illinois River, Rock River, Sangamon River | |
| Rayed bean <i>Villosa fabalis</i> | Candidate | Lakes and small to large streams in sand and gravel | | Wabash River, Little Wabash River | |
| Spectaclecase <i>Cumberlandia monodonta</i> | Candidate | Medium to large rivers with swiftly flowing water, among boulders in patches of sand, cobble, or gravel in reduced currents | Adams, Calhoun, Hancock, Henderson, Massac, Mercer, Pike, Rock Island | Mississippi River-North of Monroe County, Wabash River | |
| REPTILES | STATUS | HABITAT | CURRENT DISTRIBUTION | POTENTIAL HABITAT | HISTORICAL RECORDS |
| Eastern massasauga <i>Sistrurus catenatus catenatus</i> | Candidate | Wet prairies, marshes, and low areas along rivers and lakes, including floodplain forests | Bond, Clinton, Cook, Fayette, Knox, Lake, Madison, Piatt, Warren, Will | Adams, Champaign, Clark, Coles, Crawford, Cumberland, DeKalb, DuPage, Edgar, Fayette, Hancock, Logan, McLean, Mercer, Peoria, Stark, Tazewell | |

DISTRIBUTION OF OTHER SPECIES OF CONCERN IN ILLINOIS

March 2003

| INVERTEBRATES | STATUS | HABITAT | CURRENT DISTRIBUTION | POTENTIAL HABITAT | HISTORICAL RECORDS |
|-------------------------------------------------------------------------|---------|--------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------|-----------------------------|
| Stickleback chub <i>Macrhybopsis meeki</i> | Concern | Turbid, free-flowing riverine habitat with rock, gravel and sand substrates | Alexander, Jackson, Madison, Monroe, Randolph, St. Clair, Union | Mississippi River | Calhoun, Hancock, Henderson |
| Sturgeon chub <i>Macrhybopsis gelida</i> | Concern | Turbid, free-flowing riverine habitat with rock, gravel and sand substrates | Alexander, Jackson, Madison, Monroe, Randolph, St. Clair, Union | Mississippi River | Calhoun, Hancock, Henderson |
| REPTILES | STATUS | HABITAT | CURRENT DISTRIBUTION | POTENTIAL HABITAT | HISTORICAL RECORDS |
| Copperbelly water snake <i>Nerodia erythrogaster neglecta</i> | Concern | Wet and permanently wet waterbodies: oxbows, sloughs, shallow marshes, edges of lakes and ponds, brushy ditches and floodplain woods | Edwards, Gallatin, Johnson, Massac, Pope, Pulaski, Saline, Wabash, White | Hamilton, Hardin, Lawrence, Richland, Wayne | |
| BIRDS | STATUS | HABITAT | CURRENT DISTRIBUTION | POTENTIAL HABITAT | HISTORICAL RECORDS |
| Cerulean Warbler <i>Dendroica cerulea</i> | Concern | Upland hardwood and pine forests with mature trees and an open understory; wet bottomlands and moist slopes; river valleys | Statewide | Statewide | |



U.S. Department
of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas,
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106

ACE-520E

JUL 15 2003

Mr. Scott Vazzana
Aviation Operations Manager
Missouri Department of Transportation
105 West Capitol Avenue
Jefferson City, MO 65102

Dear Mr. Vazzana,

Thank you for participating in the recent scoping meeting for the Midwest Airspace Plan (MAP) Environmental Assessment (EA). Your letter, dated July 9, 2003, included questions concerning the environmental assessment process. We are currently very early in the Draft Environmental Assessment (DEA) development phase and do not have specifics to several of your issues yet.

The MAP and its associated environmental assessment is primarily concerned with improving the flow of IFR aircraft and participating VFR aircraft throughout the St. Louis approach control area including the flow to and from the new parallel runway at the Lambert-St. Louis International Airport. Only those airports and airspace that lie within the 75 mile radius study area will be studied. At this time there is no plan to change existing Standard Instrument Approach Procedures (SIAPs) at any public use airport.

The MAP project is not associated with modifications to the existing Class B Airspace.

Once the Draft Environmental Assessment is released, we will consider all comments received on the potential impacts associated with the various alternatives including any comments received on possible impacts to VFR flyways.

If you have have additional questions or need further information, please contact Donna O'Neill, Central Region Air Traffic Environmental Specialist. She may be reached at (816) 329-2560 or (816) 329-2523. We appreciate your interest in our project and look forward to working with you in the future.

Sincerely,

**Original Signed By:
Paul J. Sheridan**

 Herman J. Lyons, Jr.

Manager, Air Traffic Division

ACE520E:DO'Neill:ph:(Br52/nar/MAP:MDOT Letter.DOC):07/14/2003 File in 7400.3

200039

STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

www.dnr.state.mo.us

August 4, 2003

Mr. Michael K. Merrill
Project Manager
Northrop Grumman IT
Mail Stop C302
12005 Sunrise Valley Drive
Reston, VA 20191-3423

Dear Mr. Merrill:

This is in response to your letters to this department regarding the assessment of potential environmental impacts associated with the redesign of airspace that is being considered for the St. Louis, Missouri area. According to your letters, modifications to air traffic routings are being proposed for a geographic area of approximately 75 miles around Lambert-St. Louis International Airport.

I would like to draw your attention to two areas that should be considered in the study of this Federal Aviation Administration proposal. The St. Louis metropolitan area has a high number of individual properties and of districts that are listed in the National Register of Historic Places, as well as many more that have been determined to be eligible for inclusion in the National Register of Historic Places. There may be both direct effects, such as necessary obstruction removal, and indirect effects from noise and vibration on both historic architectural and on archaeological properties. In addition, we recommend that an assessment of local park lands be accomplished for this study, as increased noise levels from altered low altitude flight paths could have adverse affects on outdoor recreation resources in the area. Some of these parklands could also have been the beneficiaries of federal Land and Water Conservation Act funding and, therefore, would require special consideration.

Thank you for the providing the opportunity to provide this input into your assessment of this matter. If you have any questions regarding these issues, please do not hesitate to contact me at 573-751-3195.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES



Tom Lange
NEPA Coordinator
Office of the Director



Integrity and excellence in everything we do



200040



U.S. Department
of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas,
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106

520E

JUL 15 2003

Senator Chuck Gross
State Capitol, Room 227
Jefferson City, Missouri 65101

Honorable Senator Gross,

Thank you for participating in the recent scoping meetings for the Midwest Airspace Plan (MAP) Environmental Assessment (EA). Your letter, dated July 7, 2003, asked about the level of noise modeling that will be done in support of our environmental work and expressed your concerns about the potential impacts to the historic areas of St. Charles from aircraft noise and vibrations.

Our project area encompasses an approximately 75 mile radius around the Lambert-St. Louis International Airport. Multiple airports are included in this area. For that reason we will be using the NIRS (Noise Integrated Routing System) noise model. Unlike INM, which can only analyze the noise from one airport, NIRS is specifically designed to look at study areas that contain multiple airports. We will also use updated traffic projections as a part of our noise analysis. Noise will be analyzed throughout the study area and the results will be included in the environmental assessment document.

The identification of potential impacts to historic properties is a required part of the National Environmental Policy Act (NEPA) process and will be covered in this study.

If you have any additional questions or need more information, please contact Donna O'Neill, Air Traffic Environmental Specialist, at (816) 329-2560 or (816) 329-2523. We appreciate your interest in our project and look forward to working with you in the future.

Sincerely,

**Original Signed By:
Paul J. Sheridan**

Herman J. Lyons, Jr.
Manager, Air Traffic Division

ACE520E:DO'Neill:ph:(Br52/nar/MAP:SenGross Letter.DOC):07/14/2003 File in 7400.3

200042



U.S. Department
of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas,
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106

520E

Mr. Terrence L. Schaddel
Illinois Department of Transportation
Division of Aeronautics
1 Langhorne Bond Drive
Springfield, IL 62707-8415

Dear Mr. Schaddel,

Thank you for participating in the recent scoping meetings for the Midwest Airspace Plan (MAP) Environmental Assessment (EA). Your letter, dated June 16, 2003, included questions concerning the environmental assessment process. We are currently very early in the Draft Environmental Assessment (DEA) development phase and do not have specifics to several of your issues yet.

The Purpose and Need Statement and the Description of the Proposed Action and Alternatives sections are internal chapters of the DEA and will be released with the document. MAP project alternatives are still being developed and a variety of options are being considered.

At this time there is no plan to relocate navaids or to change existing Standard Instrument Approach Procedures (SIAPs) at public use airports. There may be some changes to the existing enroute structure just outside the St. Louis Class B airspace, but it is too early to know yet what those changes may be.

The MAP and its associated environmental assessment is primarily concerned with improving the flow of IFR aircraft and participating VFR aircraft throughout the St. Louis approach control area including the flow to and from the new parallel runway at the Lambert-St. Louis International Airport. Radar track data in the study area will be used to develop the traffic files for alternative development and modeling.


The MAP project is not associated with modifications to the existing Class B Airspace. However, the Missouri Department of Transportation is forming an ADHOC committee to consider Class B modifications. FAA representatives will serve as technical advisors to that committee.

We do not have any plans to individually contact all public use airports in the study area. We have and will continue to advise all potentially interested parties through notices in the Federal Register and in local and regional newspapers throughout the study area. We are maintaining a list of those individuals who have specifically requested to be included on informational mailings. If you have specific airports within our study area that you would like to have added to our mailing list, please provide us a list with the appropriate point of contact at these airports and we will ensure they are included in the future.

Although Illinois is in the Great Lakes Region of the FAA, this project is concerned with airspace changes in airspace "owned" by Central Region. Neither the Central Region Airports Division nor the Great Lakes Region Airports Divisions are directly involved with this project since the project is not airport based. The Great Lakes Air Traffic Division, however, is aware of this project. Your point of contact for the MAP project is Donna O'Neill, Central Region Air Traffic Environmental Specialist. She may be reached at (816) 329-2560 or (816) 329-2523. Please feel free to contact her if you have any questions or need additional information.

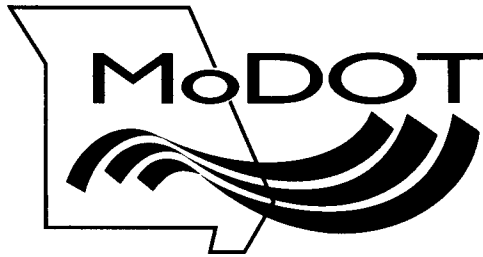
Sincerely,

Original Signed By:
Paul J. Sheridan

 Herman J. Lyons, Jr.
Manager, Air Traffic Division

ACE520E:DO'Neill:ph:(Br52/nar/MAP:IDOT Letter.DOC):07/14/2003 File in 7400.3

*Missouri
Department
of Transportation*



Henry Hungerbeeler, Director

105 West Capitol Avenue
P. O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

July 9, 2003

Ms. Donna O'Neill
Federal Aviation Administration
901 East Locust
ACE-520-MAP
Kansas City, Missouri 64106

Dear Ms. O'Neill:

We would like to thank you for inviting the Missouri Department of Transportation to attend the Midwest Airspace Plan (MAP) Environmental Assessment (EA) meeting that was held at the Sheraton St. Louis City Centre Hotel on June 11, 2003. In efforts to thoroughly understand the MAP, we would like to offer the following questions:

- 1) Are Class B modifications a component of the MAP?
- 2) Does the MAP address airports and airspace adjacent to, but beyond the approximate 75-mile geographic area?
- 3) Will VFR flyways that are impacted by the MAP be assessed? If realized, where will these impacts be defined?
- 4) Are alterations to existing Standard Instrument Approach Procedures (SIAP) at public-use airports other than STL addressed by the MAP?
- 5) Are Airport Layout Plans (ALP) maintained by existing airports updated if affected by a selected MAP proposal? (i.e. changes to a SIAP.)

We appreciate the effort you and your staff have made thus far to keep our department informed of changes associated with various proposals and conditions of the MAP. Please continue to keep us informed, and feel free to contact us at (573) 526-5571 if we can be of assistance.

Sincerely,


Scott Vazzana
Aviation Operations Manager

200058

STATE CAPITOL, ROOM 227
JEFFERSON CITY, MISSOURI 65101
PHONE (573) 751-8635
FAX (573) 751-2745
TDD (573) 751-3969



MISSOURI SENATE
CHUCK GROSS

23RD SENATORIAL DISTRICT
415 NORTH SECOND STREET
ST. CHARLES, MISSOURI 63301
PHONE (636) 949-2323
FAX (636) 947-7787

July 7, 2003

Federal Aviation Administration
Attn: ACE-520-MAP
901 E. Locust
Kansas City, MO 64106

Re: Midwest Airspace Plan

Ladies and/or Gentlemen:

As the state senator for the eastern portion of St. Charles County, within the immediate airspace of the St. Louis-Lambert International Airport, I would like to offer my comments on potential changes to air traffic routes and the impact of the westward expansion of Lambert currently underway.

Many industry professionals, public officials, and citizens have expressed concern over the years that the selection of the W-1W expansion plan, now scheduled for completion in 2006, was a poor choice. Amid these concerns were that the plan's environmental impact statement contained many errors, including invalid noise level readings and unrealistic operational activity projections.

I attended your public meeting of June 18, 2003, in St. Peters, Missouri, and understood from your representatives at that meeting that the FAA will oversee a study of noise levels outside of a five-mile radius of Lambert. I would like to confirm, as I was assured on June 18th, that noise levels will be taken within this five-mile area as well and that the measurements taken inside of the five-mile radius will be included in the study record and published.

Of particular concern to the St. Charles area is the protection of our invaluable historical assets. Numerous homes and buildings in St. Charles are listed on the federal National Historic Register. The St. Charles historical areas attract more than a million tourists each year. Excessive noise and vibration levels would diminish the integrity of these historic properties and negatively impact the tourism industry which greatly benefits the entire metropolitan area as well as the state.

COMMITTEES:
APPROPRIATIONS, VICE-CHAIR • FINANCIAL & GOVERNMENTAL ORGANIZATIONS, VETERANS' AFFAIRS AND ELECTIONS, VICE-CHAIR
JOINT COMMITTEE ON PUBLIC EMPLOYEE RETIREMENT, CHAIR
COMMERCE AND THE ENVIRONMENT • GOVERNMENT ACCOUNTABILITY AND FISCAL OVERSIGHT
PENSIONS AND GENERAL LAWS, VICE-CHAIR • JOINT COMMITTEE ON ADMINISTRATIVE RULES
JOINT COMMITTEE ON LEGISLATIVE RESEARCH
JOINT COMMITTEE ON TERRORISM, BIOTERRORISM AND HOMELAND SECURITY
JOINT COMMITTEE ON CAPITAL IMPROVEMENTS AND LEASES OVERSIGHT • MISSOURI TOURISM COMMISSION

200059

Federal Aviation Administration
Attn: ACE-520-MAP
July 7, 2003
Page Two

I would implore the FAA to take careful consideration of the St. Charles area in establishing a new Midwest Airspace Plan and accommodating Lambert's expanded runways. Efficient and safe air travel is important, but preservation of our historical and tourism generating areas must also be a priority.

I look forward to your response to confirm my understanding of the upcoming noise level studies, and I look to the FAA to ensure that changes to the air traffic routes and the operation of the new Lambert runway will not increase noise and vibration levels in St. Charles.

Sincerely,

A handwritten signature in cursive script, appearing to read "Chuck Gross".

Chuck Gross
Missouri State Senator

CG/vh



Illinois Department of Transportation

Division of Aeronautics

1 Langhorne Bond Drive / Springfield, Illinois / 62707-8415

June 16, 2003

Ms. Donna O'Neill
Federal Aviation Administration
Air Traffic Division
Airspace Branch, ACE-520-MAP
901 Locust
Kansas City, Missouri 64106

Re: Midwest Airspace Program

Dear Ms. O'Neill:

Thank you for your invitation to the recent Scoping Meeting at the Sheraton St. Louis City Center Hotel regarding your agency's Midwest Airspace Program (MAP) Environmental Impact Statement (EIS). During our attendance we noted that you, your staff and contractors provided a comprehensive and detailed overview of the MAP. Your public outreach program appears to be all-inclusive and should provide the public insight on the MAP. We look forward to continuing our participation in this process.

As noted during the meeting we would like to offer several questions and comments regarding the Midwest Airspace Plan and its associated environmental actions. Our comments are attached to this correspondence.

If you have any questions, please feel free to contact me at (217) 785-5177 (voice) or by facsimile at (217) 785-4533 or by e-mail at schaddelt@nt.dot.state.il.us.

Sincerely,

A handwritten signature in black ink, appearing to read 'Terrence L. Schaddel'.

Terrence L. Schaddel
Airport Planning Engineer & Environmental Officer

TLS
Enclosure

Cc: Leena Johnson, Northrop Grumman IT
Max Wolfe, Landrum and Brown, Inc.
Denis Rewerts, FAA-CHI-ADO.606
Joe Pestka, MoDOT Aviation

MIDWEST AIRSPACE PLAN (MAP)
NOTICE OF INTENT
SCOPING PROCESS

1. Will the MAP Purpose and Need Statement be available for review by Illinois DOT (Department) prior to the release of the MAP Draft Environmental Assessment (DEA)
2. The geographic area identified in the Notice of Intent (NOI) covered a 75-mile radius from Lambert St. Louis International Airport (STL). Has the Agency directly contacted all publicly owned, public-use facilities within the MAP study area that are outside of the St. Louis metropolitan area? (SPI, TAZ, IJX, K06, PPQ, 3LF, VLA, GRE, ENL, SAR and PJY)
3. Are potential changes (geographic and/or altitude) to the existing Class B Airspace for the St. Louis Metropolitan area a part of the MAP process?
4. Are potential changes to the existing enroute structure, just outside of the Class B Airspace, a part of the MAP process? This office has been notified by some of our airports on the difficulty and delays of merging air traffic from the central part of the State into south bound flows into STL.
5. Are potential changes to existing Standard Instrument Approach Procedures (SIAP) to open-to-the-public airfields a part of the MAP process?
6. Are potential changes to future Standard Instrument Approach Procedures (SIAP) depicted on an individual airport's approved Airport Layout Plan (ALP) a part of the MAP process?
7. Several years ago a study was conducted by FAA Great Lakes regarding the vulnerability of all VOR facilities in the State of Illinois. It is our understanding that the subject report identified the Troy VORTAC as an endangered facility due to local land use changes and encroachment. The Troy VORTAC is one of the STL metropolitan area's corner posts and provides instrument approach procedures to airfields at ALN and 3KC. Will MAP identify or consider the relocation of this or any other existing navigational aids? If necessary would MAP propose any new regional navigational aids and/or procedures?
8. Will MAP include cataloging and assessing any impacts to the VFR flyways of region? (i.e. Mississippi, Missouri and Illinois Rivers, interstates etc.)
9. Will the MAP Description of the Proposed Action and Alternatives be available for review by the Department prior to the release of the Draft Environmental Assessment (DEA)
10. Since Illinois is in another FAA Region, will there also be a Great Lakes Air Traffic Division contact for this project? We have been notified that Mr. Denis Rewerts will be the Great Lakes Region – Airports Division contact.

Appendix G-3

Public Correspondence

This Appendix contains copies of all correspondence with the public

2003 MAP Scoping Meeting

COMMENTS

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|--------------------------|--------------------------|------------|---|---|---|---|---|---|-----------|---|----------------|---|---|-------|---|-----|---|---|---|---|---|----|---|---|---|---|---|---|---|---|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | M | I | C | H | A | E | L | G | R | I | F | F | I | N | | | | | | | | | | | | | | | | |
| Mr. | Mrs. | Ms. | First Name | | | | | | | Last Name | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 6 | 6 | 5 | 7 | C | H | E | S | T | E | R | F | I | E | L | D | M | A | N | O | R | D | R. | | | | | | | | | |
| Home Address | | | | | | | | | | | | | | | Apt # | | | | | | | | | | | | | | | | | |
| C | H | E | S | T | E | R | F | I | E | L | D | | | | | | | | | | | | | M | O | 6 | 3 | 0 | 0 | 5 | | |
| City | | | | | | | | | | | | | | | State | | Zip | | | | | | | | | | | | | | | |
| (| 6 | 3 | 6 |) | 5 | 1 | 9 | - | 9 | 6 | 9 | 2 | g | r | i | f | f | @ | e | a | r | t | h | l | l | i | n | k | . | n | e | t |
| Home Phone | | | | | | | | | | | | E-Mail Address | | | | | | | | | | | | | | | | | | | | |

Any and all comments are welcome concerning the Midwest Airspace Plan (MAP). The formal Comment Period ends July 18, 2003. Please print neatly and clearly. Thank you!

SPIRIT AIRPORT (SUS) IS CURRENTLY IN THE PROCESS OF CONDUCTING A PART 150 STUDY. IT SEEMS TO ME THAT IT WOULD BE FINANCIALLY RESPONSIBLE AS WELL AS LEND CREDIBILITY TO BOTH EFFORTS IF THE MIDWEST EA CONSIDERED THE RESULTS/RECOMMENDATIONS OF THE PART 150 STUDY WHEN ITS FINALIZED.

I WOULD LIKE TO SUGGEST THAT SEVERAL MEMBERS FROM THE MIDWEST EA PROGRAM EFFORT GIVE A PRESENTATION TO THE PART 150 STUDY GROUP. UNFORTUNATELY, TONIGHT 6/17 IS A ^{STUDY} MEETING AND A PUBLIC MEETING IS BEING HELD AT THE CHESTERFIELD CITY HALL TOMORROW NIGHT 6/18. IT WOULD BE BENEFICIAL IF SOMEONE COULD ATTEND. YOU MAY CONTACT ME OR MY WIFE KAYN AS SHE IS A CITIZEN ADVISOR ON THE PART 150 EFFORT.

IF MORE SPACE IS NEEDED, PLEASE USE FLIP SIDE

2003 MAP Scoping Meeting

COMMENTS

| | | | | |
|-------------------------------------|--------------------------|--------------------------|--------------------|-----------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | DAVID | ALDRIGHT |
| Mr. | Mrs. | Ms. | First Name | Last Name |
| 861 | | | SCHAPER ROAD | |
| Home Address | | | Apt # | |
| FORISTELL | | | MO | 63348 |
| City | | | State | Zip |
| (636) 463-2190 | | | djalbright@msn.com | |
| Home Phone | | | E-Mail Address | |

Any and all comments are welcome concerning the Midwest Airspace Plan (MAP). The formal Comment Period ends July 18, 2003. Please print neatly and clearly. Thank you!

AS AN AIRLINE AND GA USER I FEEL THAT ANY FUTURE PLAN THAT ADDS MORE DEPARTURE AND ARRIVAL TRACTS TO LAMBERT WOULD BE MOST BENEFICIAL. ALSO, I FEEL THAT ATC SHOULD LOOK INTO THE ASPECT OF HIGHER DEPARTURE SPEEDS SUCH AS THE TEST UNDERWAY AT (IAH) HOUSTON. NO SPEED LIMIT FOR DEPARTURES BELOW 10,000' GETS ME AWAY FROM STL AND THE CONGESTION.

IF MORE SPACE IS NEEDED, PLEASE USE FLIP SIDE

| | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|-------------------------------------|--------------------------|------------|--|--|--|--|--|--|--|--|--|----------------|--|--|--|--|-------|--|--|--|--|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | SANDRA | | | | | | | | | | KURALE | | | | | | | | | |
| Mr. Mrs. Ms. | | | First Name | | | | | | | | | | Last Name | | | | | | | | | |
| 12 LAKE FOREST CT WEST | | | | | | | | | | | | | | | | | | | | | | |
| Home Address | | | | | | | | | | | | | Apt # | | | | | | | | | |
| ST CHARLES | | | | | | | | | | | | | MO | | | | | 63301 | | | | |
| City | | | | | | | | | | | | | State | | | | | Zip | | | | |
| (636) 724-4128 | | | | | | | | | | | | | | | | | | | | | | |
| Home Phone | | | | | | | | | | | | | E-Mail Address | | | | | | | | | |

Any and all comments are welcome concerning the Midwest Airspace Plan (MAP). The formal Comment Period ends July 18, 2003. Please print neatly and clearly . Thank you!

MY HUSBAND BILL & I HAVE MADE THE OFFER
TO OFFICIALS AT LAMBERT AIRPORT TO
INSTALL NOISE MONITORING EQUIPMENT ON
OUR PROPERTY IN ST CHARLES. THE
AIRPORT NOISE LEVEL IS NOT ACCEPTABLE
TO US OR OUR NEIGHBORS.
YOU MIGHT CONSIDER HIGHER ALTITUDES
FOR YOUR PLANES.

IF MORE SPACE IS NEEDED, PLEASE USE FLIP SIDE

2003 MAP Scoping Meeting

COMMENTS

| | | | | |
|-------------------------------------|--------------------------|--------------------------|-------------------------|-----------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ROBERT | BENKO |
| Mr. | Mrs. | Ms. | First Name | Last Name |
| 315 | | | GARDHURGE AVENUE | |
| Home Address | | | Apt # | |
| ROSELLE | | | IL | 60172 |
| City | | | State | Zip |
| (630) 529-4289 | | | BENKO1111@AMERITECH.NET | |
| Home Phone | | | E-Mail Address | |

Any and all comments are welcome concerning the Midwest Airspace Plan (MAP). The formal Comment Period ends July 18, 2003. Please print neatly and clearly. Thank you!

AS A PRIVATE CITIZEN IN THE STATE OF ILLINOIS I
 AM WRITING THIS COMMENT.

I UNDERSTAND THAT THERE ARE NO PRESENT PLANS TO
 ALTER THE AIRSPACE AND APPROACH AND DEPARTURE ROUTES
 INTO AND OUT OF SCOTT AIR FORCE BASE / MIDAMERICA AIRPORT.
 IF THIS SHOULD CHANGE DURING THE COURSE OF THIS STUDY,
 PLEASE INFORM ME OF ^{ANY OF} THESE PROPOSED CHANGES WITH
 RESPECT TO SCOTT AFB / MIDAMERICA AIRPORT.

THANK YOU

IF MORE SPACE IS NEEDED, PLEASE USE FLIP SIDE

2003 MAP Scoping Meeting

COMMENTS

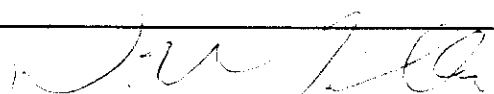
| | | | | |
|-------------------------------------|--------------------------|--------------------------|------------------------|-----------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | DAVID | MILICA |
| Mr. | Mrs. | Ms. | First Name | Last Name |
| 8 TERMINAL DRIVE | | | | |
| Home Address | | | Apt # | |
| EAST ALTON | | | IL | 62024 |
| City | | | State | Zip |
| (618) 219-2531 | | | DAVECCA.MILICA@AOL.COM | |
| Home Phone | | | E-Mail Address | |

Any and all comments are welcome concerning the Midwest Airspace Plan (MAP). The formal Comment Period ends July 18, 2003. Please print neatly and clearly. Thank you!

I AM THE AIRPORT MANAGER AT ST LOUIS REGIONAL (ALN). A FREQUENT COMPLAINT I HEAR FROM PILOTS FLYING INTO ALN ~~FROM~~ FROM THE WEST AND SOUTHWEST, IS THAT THEY ~~ARE~~ VECTORED TOO FAR TO THE NORTH BEFORE THEY CAN PROCEED TO ALN.

I UNDERSTAND THAT THE AIRSPACE REDESIGN INCLUDES A STAR ROUTE FOR ALN. I WHOLEHEARTEDLY ENDORSE THIS FEATURE. A STAR ROUTE WOULD INCREASE THE CONFIDENCE OF BOTH THE PILOT AND THE CONTROLLER.

PLEASE MAKE SURE THAT THE ESTABLISHMENT OF STAR REMAINS IN THE REDESIGN PLAN.



IF MORE SPACE IS NEEDED, PLEASE USE FLIP SIDE

Mr. Mrs. Ms. First Name Last Name
23 LOGAN RJ
Home Address Apt #
A4TON
City State Zip
(1618) 462-0224
Home Phone E-Mail Address
RICK@B1ZARRESOLUTIONS.COM

Any and all comments are welcome concerning the Midwest Airspace Plan (MAP). The formal Comment Period ends July 18, 2003. Please print neatly and clearly. Thank you!

HAVING HAD THE AIRSPACE ISSUES DESCRIBED TO ME
BUY THE CONTROLLERS (MIKE NOLLE) WAS VERY GOOD)
I NOW HAVE A BETTER APPRECIATION AS TO WHY
THINGS ARE DONE
4 CORNERS APPROACH
STARTS FOR SATELLITES
2 POINTS OF ENTRY / FOR SATELLITES
BASED ON WHETHER N/S OF 12/30 STL
CURRENTLY OPERATIONS INTO AW /

IF MORE SPACE IS NEEDED, PLEASE USE FLIP SIDE

Merrill, Michael

Scoping Comment

From: donna.o'Neill@faa.gov
Sent: Monday, July 21, 2003 7:58 AM
To: Merrill, Michael
Subject: Comments/Questions

For the MAP AR.

Donna O.

----- Forwarded by Donna O'Neill/ACE/FAA on 07/21/03 06:57 AM -----

9-ACE-520-MAP/ACE

9-ACE-520-MAP/ACE/FAA@FAA To:
Larin/AWA/CNTR/FAA@FAA cc: Claudia CTR
07/18/03 02:33 PM Subject:
Comments/Questions

The following are comments/questions
about the Enviromental Site, sent by a
Web site user
Karen Noss. || <http://www.faa.gov/ats/nar/central/enviro/>

Name: Karen Noss
Address: 16747 Kingstowne Estates Dr. Wildwood, Missouri 63011
Phone: 636-273-4232
E-mail: aaahenri@earthlink.net
Subject: Flight Patterns
I have the following questions/comments:

Dear Ms. O'Neil,

I am concerned about these issues regarding future flight plans:

1. No flights after 10pm or before 7am.
2. Mandatory flight patterns over sparsley populated areas.
3. Mandated steeper departure/arrival slopes.
4. A private organization needs to establish noise

regulations
surrounding existing and proposed airports.

Thank you for taking the time to read these comments and for
talking
to me on the phone. I look forward to hearing from you soon.

Sincerely,

7/8/03

To Donna O'Neill,

I attended the FAA meeting in St. Peters in June regarding future flightpaths for the W1W runway for STL. Apparently, of the choices we were supposed to have some sort of input on, all are going to go over our home. I was told that you were not going to even discuss the current flightpaths, which send a constant stream of incoming and outgoing planes over our home. According to your spokesperson, the W1W plans will just add more noise and pollution to the existing number of flights now. THAT MEETING WAS A SAD JOKE AND MAJOR WASTE OF MY TIME, YOUR TIME AND TAXPAYER MONEY!

Over the last 5-10 years I have phoned Jerry T. at Lambert Airport who apparently feels no remorse in collecting a paycheck for doing nothing. I have written to the FAA in Kansas City about the constant noise over our home in Harvester. Mike did write me back, but feels that the planes are not going low enough to cause any noise pollution. I have phoned the control tower when planes keep us up all during the night, but the FAA's answer to that is to ignore me or say nothing can be done.

I am going on record one more time to tell you that we cannot tolerate the noise over our home now, much less more noise in the future. NONE OF THE W1W FLIGHTPATHS ARE ACCEPTABLE IF THEY CONTINUE TO PUT MORE NOISE OVER OUR HOME.

I was told by an attending air traffic controller that the idea is that planes should fly over the river. Our house is on a bluff which is at least a mile away from the river, yet the planes fly directly above us incoming in a constant stream, and the outgoing planes hoot directly overhead, and generally lower and noisier. Of course, going through the river valley amplifies the noise.

The fact that Lambert is building a four billion dollar runway when there is an already built alternative runway sitting idle at MidAmerica airport is a testament to pork barrel politics. Adding additional air and noise pollution to a city with air and noise pollution problems is stupid, if not immoral. The FAA should be ashamed for putting your rubber stamp on this project.

If you are not the person who is taking citizen input, as discussed at the meeting, please forward this to that person or agency, or e-mail their address to me.

Donna Bourisaw
501 Caulks Hill Rd.
Harvester, Mo. 63304

dbstchaz@aol.com

200033

Merrill, Michael

Scoping Comment

From: donna.o'Neill@faa.gov
Sent: Friday, July 18, 2003 8:11 AM
To: Merrill, Michael
Subject: Comments/Questions

For the AR.

Donna O.

----- Forwarded by Donna O'Neill/ACE/FAA on 07/18/03 07:10 AM -----

9-ACE-520-MAP/ACE

9-ACE-520-MAP/ACE/FAA@FAA To:
Larin/AWA/CNTR/FAA@FAA cc: Claudia CTR
07/14/03 09:32 PM Subject:
Comments/Questions

The following are comments/questions
about the Enviromental Site, sent by a
Web site user
John Krekeler. || <http://www.faa.gov/ats/nar/central/enviro/>

Name: John Krekeler
Address: 79 Huntington Pkwy St. Charles, MO 63301
Phone: 314-234-1099
E-mail: john.j.krekeler@boeing.com
Subject: 2003 MAP Scoping Meeting Comments
I have the following questions/comments:

I attended the MAP Scoping meeting held at St. Peters City Hall
on
June 18, 2003. I was impressed with the "fly high" concept. I believe it
will provide the most noise friendly impact to the region. It will also
help save the airlines fuel costs on approach in that the airplanes will
be
coming in high, and gradually reducing altitude, thereby constantly
reducing the throttle, instead of keeping high power settings at a low
altitude to maintain altitude while in a "dirty" configuration.
This concept should be used at all times, not just during congested
timed.
One item I learned, however, was disturbing. The plans the controllers
are
developing for the new runway, W-1W, calls for the outboard parallel
runways to be used for landings, while the center parallel runway will
be
used for takeoffs. While this may be an efficient use of the airspace,
it
is contrary to the usage with the new runway as outlined in the Final

Ennvironmental Impact Statement (FEIS) for W-1W. In that document, the eastern end of W-1W would only see about 6% of the entire airport operations (easterly departures and westerly landings on W-1W). This results in a low noise footprint in cities like Woodson Terrace. The usage described in the scoping meeting will result in a significant increase in the number of operations over the eastern end of W-1W. A noise study of the area within a 5-mile radius of Lambert must be conducted to assess this impact. This is not currently planned as part of the Envrrionmental Assessment (EA). The FAA representatives stated that the new projections were within the "parameters" of the FEIS, and so, a noise study of the close-in area is not required. I vehemently disagree with this statement and expect the FAA to produce the numbers that back their claim. The FAA is providing a great disservice to the local communities if it does not look at the close-in noise impact of the new flight patterns.

Sincerely,
John Krekeler
Lambert Airport Commissioner, St. Charles
14 July, 2003

Thank you

Merrill, Michael

Scoping Comment

From: donna.o'neill@faa.gov
Sent: Friday, July 18, 2003 8:11 AM
To: Merrill, Michael
Subject: Comments/Questions

For the AR.

Donna O.

----- Forwarded by Donna O'Neill/ACE/FAA on 07/18/03 07:10 AM -----

9-ACE-520-MAP/ACE

/FAA@FAA

To:

9-ACE-520-MAP/ACE/FAA@FAA

cc: Claudia CTR

Larin/AWA/CNTR/FAA@FAA

07/14/03 04:49 PM

Subject:

Comments/Questions

The following are comments/questions
about the Enviromental Site, sent by a
Web site user

W. Todd Akin, Member of Congress, Second District, Missouri. ||
<http://www.faa.gov/ats/nar/central/enviro/>

Name: W. Todd Akin, Member of Congress, Second District, Missouri
Address: 301 Sovereign Court, Suite 201 St. Louis, Missouri 63011
Phone: 314-590-0029
E-mail:

Subject: Noise Impacts

I have the following questions/comments:

My constituents in St. Charles and western St. Louis counties
have
voiced numerous concerns about aircraft noise from current and future
aircraft operations at both Lambert-St. Louis International Airport and
Spirit of St. Louis Airport. Therefore, I request that you develop the
Midwest Airspace Plan so that the effect of aircraft noise on the
residents
of St. Charles and western St. Louis Counties is minimized consistent
with
safe air traffic control and aircraft operations procedures. Not only
the
arrival and departure corridors to Lambert, but also the approaches and
departure corridors for Spirit Airport, must, of necessity, figure
prominently in this planning process.

Thank you

Merrill, Michael

Scoping Comment

From: donna.o'Neill@faa.gov
Sent: Monday, July 21, 2003 7:55 AM
To: Merrill, Michael
Subject: Comments/Questions

For the MAP AR.

Donna O.

----- Forwarded by Donna O'Neill/ACE/FAA on 07/21/03 06:54 AM -----

9-ACE-520-MAP/ACE

/FAA@FAA

To:

9-ACE-520-MAP/ACE/FAA@FAA

cc: Claudia CTR

Larin/AWA/CNTR/FAA@FAA

07/18/03 05:32 PM

Subject:

Comments/Questions

The following are comments/questions
about the Enviromental Site, sent by a
Web site user
j. bernard kolker. || <http://www.faa.gov/ats/nar/central/enviro/>

Name: j. bernard kolker
Address: 1400 mayapple trail glencoe, mo 63038
Phone: 636-458-2422
E-mail: jbkdskaol.com
Subject: airplane noise

I have the following questions/comments:

there are too many noisy airplanes using Spirit of St. Louis
airport and they are extremely noisy. Spirit expects to have 75
take-offs

and landings per hour in the near future and there is no sign of noise
abatement in sight. It's time the FAA thought more about the people who
live within 7 miles of Spirit and less about the people who own these
planes. By ageraging out the noise, we are not receiving the attention
we

deserve. Most of these airplanes fly at more than 50 decibels above our
houses. We deserve better so that we wont go deaf. We need peace and
quiet in our homes, not constant noise that is so great it bothers us
during the day and night. We all left the city so we could enjoy our
homes

and our sleep. 75 planes an hour is impossible to accept unless you can
control the height at which they fly so that it does not bothe us. We
believe our Congressmen will support us and request that you do
something

so that Congress does not have to force you to be considerate to the
people

DATE : 7-18-03

TO : Donna O'Neil

Federal Aviation Administration

(816) 329-2539 FAX

FROM : SHAWN FORSETH

319 Wildhorse Canyon

Wildwood, Mo 63005

(636) 530-1338 home

RE : AIRSPACE UTILIZATION BY SPIRIT OF ST LOUIS AIRPORT

COMMENT: PLEASE MANDATE THAT THE
NUMBER OF FLIGHTS REQUIRED TO
DO A TURN AROUND FOR DEPARTURE OR
ARRIVAL BE RESTRICTED.

We saw the computer analysis of
flights to & from the Spirit of St
Louis Airport. Most were turn arounds.
This is excessive and significantly
extends the area exposed to a higher
DNL. Everyone under those flight paths
is in that area.

DATE : 7-18-03

TO : Donna O'Neil
Federal Aviation Administration
(816) 329-2539 FAX

FROM : SHAWN FORSETH
319 Wildhorse Canyon (9/10 mile S of airport.
Wildwood, Mo 63005 (600' altitude)
(636) 530-1338 home

RE : AIRSPACE UTILIZATION BY SPIRIT OF ST LOUIS AIRPORT

Comments: PLEASE MANDATE LONG TERM
NOISE POLLUTION CONTROLS - ALL AIRCRAFT
MUST FALL WITHIN "X" DECIBELS BY
20 - ?

DATE : 7-18-03

TO : Donna O'Neil

Federal Aviation Administration

(816) 329-2539 FAX

FROM : SHAWN FORSETH

319 Wildhorse Canyon : (9 miles South of airport)
Wildwood, Mo. 63005 (600' above sea level)
(636) 530-1338 home

RE : AIRSPACE UTILIZATION BY SPIRIT OF ST LOUIS AIRPORT

COMMENT : Please mandate that planes that are
arriving or departing from opposite direction of their
flight be required to :

- 1) NOT BE ALLOWED TO TURN UNTIL THEY
ARE OVER A SPARSELY POPULATED AREA.
TO THE WEST, THIS WOULD BE AN ISLAND ON
THE MO. RIVER.
- 2) TURN WITH A WIDER ANGLE
- 3) BE REQUIRED TO FOLLOW A STEEPER
DEPARTURE AND ARRIVAL SLOPE

We have continuous flights over ~~our~~ home or
the SE or NW corner (one Sunday there were 38
flights from 2:20 PM - 8:30 PM). Per the results of
the House/Land Use study, the Spirit of SL Airport
has an "unusual number of 180° turn arounds."

DATE : 7-18-03

TO : Donna O'Neil

Federal Aviation Administration

(816) 329-2539 FAX

FROM : SHAWN FORSETH

319 Wildhorse Canyon (9/10 mile S of airport.)
Wildwood, Mo 63005 600' altitude
(636) 530-1338 home

RE : AIRSPACE UTILIZATION BY SPIRIT OF ST LOUIS AIRPORT

COMMENT: PLEASE PLACE A CONTINUOUS
NOISE MONITOR ON OUR PROPERTY.

I requested one as part of the Noise/
Land use study but I was apparently
missed.

DATE : 7-18-03

TO : Donna O'Neil
Federal Aviation Administration
(816) 329-2539 FAX

FROM : SHAWN FORSETH
319 Wildhorse Canyon (9000 mile S of airport.
Wildwood, Mo 63005 600 ft above sea level
(636) 530-1338 home

RE : AIRSPACE UTILIZATION BY SPIRIT OF ST LOUIS AIRPORT

Comment : Please MANDATE THAT "PROPELLER
FLIGHT SCHOOL" CANNOT BE OVER
RESIDENTIAL AREAS, ESPECIALLY THOSE HOMES
AT HIGHER ALTITUDES.

Weekends are especially bad. One out
of town guest was helping us with
yard work and finally stood up and
asked "Is it always like this?"

Even the deer, munching all our wild
flowers, stop & look up, distracted.

DATE : 7-18-03

TO : Donna O'Neil

Federal Aviation Administration

(816) 329-2539 FAX

FROM : SHAWN FORSETH

319 Wildhorse Canyon (9/10 mile S of airport
600' above sea level)

Wildwood, Mo 63005

(636) 530-1338 home

RE : AIRSPACE UTILIZATION BY SPIRIT OF ST LOUIS AIRPORT

COMMENT: Please mandate that helicopters
CANNOT FLY OVER RESIDENTIAL AREAS,
ESPECIALLY THOSE ^{hwy} ABOVE SEA LEVEL.

IF we live at 600' and they fly at
1000-1200' right over our home; its
too loud, for too long. Substantial noise
pollution.

DATE : 7-18-03

TO : Donna O'Neil

Federal Aviation Administration

(816) 329-2539 FAX

FROM : SHAWN FORSETH

319 Wildhorse Canyon (9/10 mile S of airport.)
Wildwood, Mo 63005 600' altitude
(636) 530-1338 home

RE : AIRSPACE UTILIZATION BY SPIRIT OF ST LOUIS AIRPORT

COMMENT : PLEASE MANDATE THAT ITOURS
BE RESTRICTED FOR DEPARTURE/ARRIVAL,
ESPECIALLY AIRCRAFT LIKE HELICOPTERS
AND OLDER, NOISIER JETS.

- 1) It is not uncommon to be awakened by a series of jets & propellers between midnight and 1:30 AM.
- 2) There is a very noisy jet that flies over us regularly at 4 AM.
- 3) The early morning "aircraft rush hour" starts at 5:30.

MAP scoping comment st. peters 6-18-03
From: donna.o'neill@faa.gov
Sent: Friday, July 11, 2003 3:15 PM
To: Merrill, Michael
Subject: Comments/Questions

Mike,

A-Yeah! We finally received a comment from the outside world using our website form and it came to my MAP mailbox just like it's supposed to! It's a miracle! Isn't technology marvelous!

Donna O.

----- Forwarded by Donna O'Neill/ACE/FAA on 07/11/03 02:12 PM -----

9-ACE-520-MAP/ACE
/FAA@FAA
Larin/AWA/CNTR/FAA@FAA
07/01/03 09:23 PM
To: 9-ACE-520-MAP/ACE/FAA@FAA
cc: Claudia CTR
Subject: Comments/Questions

The following are comments/questions
about the Enviromental Site, sent by a
web site user
Scott Duke. || <http://www.faa.gov/ats/nar/central/enviro/>

Name: Scott Duke
Address: 30 Meadow Spring Drive Harvester, Missouri 63303-6694
Phone: 636-922-4424
E-mail: scottduke@earthlink.net
Subject: St. Peters Meeting 18 June 2003
I have the following questions/comments:

Dear Sir:
We are not in favor of any additional air traffic over our area.
Our previous home, in Bridgeton, was purchased by the St. Louis Airport.
We bought our present home in this area because it was quite outside.
Might we suggest, that you purchase the runway corridor air rights, out to
a point where noise would be minimal on the ground.
Thanks,
Scott & Janice Duke

Thank you

Byron E. Sherfy
60 Thelma Ave.
Cottage Hills, IL
62018-1172
e-mail: mbsherfy@ezl.com

Federal Aviation Administration
901 E. Locust
ATTN.: ACE-520-MAP
Kansas City, MO 64106

June 20, 2003

To Whom It May Concern,

An informational meeting was held recently at the Holiday Inn in Alton, IL. Even though IL is not in your area of authority, I understand the meeting took place because airports in IL, in close proximity to St. Louis International Airport, have an impact on operations at the St. Louis International Airport. I live near one of these airports. It is called St. Louis Regional Airport (formerly called Civic Memorial Airport) in Bethalto, IL. It is also in extremely close proximity to the intersection of IL Rte 111 and IL Rte 140. The end of the main runway is less than 100 yards from this intersection. I live approximately 1.25 miles from this same runway, to the west.

There are many concerns I have with this airport. One is the fact that recently, a gas station was permitted to be built on airport property at the intersection of the above mentioned highways, in violation of FAA rules concerning zoning around airports, and in the shadow of aircraft taking off and landing. In addition, construction is underway on a highway just to the west of IL 111 called IL 255. These two highways are less than a tenth of a mile from one another. An entire subdivision was destroyed for "noise abatement" (according to the airport board) but is now being used for the construction of this new highway. Both IL 111 and IL 255 run north-south, while IL 140 runs east-west. Another project is one that includes a new

subdivision to be built just outside the fence surrounding the airport on the north side. This project has the blessing of the Village of Bethalto, but is also contrary to FAA rules for zoning around airports.

As for myself personally, this airport was designed for small fixed wing aircraft, and corporate jets to use for local businessmen and pilots who own their own private aircraft. The current airport "authority" is allowing military fighter aircraft and Air Force support aircraft (large jet powered white aircraft with a red cross painted on the tail) to use the airport for practice in doing low altitude maneuvers (the fighter aircraft) and touch and go takeoffs and landings for the larger aircraft. If these activities were restricted to the airport "air space", it would be almost tolerable, but they don't. The fighter jets fly east and west over Bethalto, Cottage Hills, Alton, and other surrounding communities. The larger aircraft fly at low altitudes, sometimes flying directly over my house. Sometimes the noise is so loud, it drowns out the sound of my TV, even with all the doors and windows closed. They make no attempt to climb for altitude, instead flying no more than a hundred feet above trees in the area. Complaints to the airport manager have done no good. They claim the aircraft cannot climb higher because of traffic into and out of St. Louis International Airport in St. Louis. However, smaller jets and prop aircraft can fly much higher in this area without any problem. Another reason given by the airport for allowing the military to use this airport for their "practices" is because there is an electronic beacon at this airport similar to ones used overseas where these pilots have to fly. There is a military base not far from here, by Belleville, IL called Scott AFB. Also, there is a new airport that is virtually unused by Scott AFB, called Mid America Airport, that could be used as well. If an electronic device is needed, let them install one. There's no reason why they can't have both a beacon and radar. Why do they need to

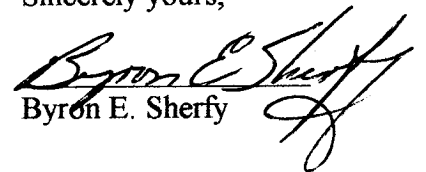
fly here and disturb us. This brings up another thing that disturbs me. The airport in Bethalto has only the beacon to guide aircraft. Radar is located at Weldon Springs, MO west of St. Louis International Airport by St. Charles, MO. If the airport manager insists on letting large aircraft use the facility, then radar should be required. It has already been announced that the airport wants to extend their main runway to the east so that even large aircraft can use the airport.

My last final comment concerns an accident that occurred just west of the Bethalto airport in 1996. I refer you to NTSB Identification **CHI96FA211**. In this accident, a McDonnell Douglas pilot was flying a Navy F/A-18C aircraft in preparation for a show to be put on in Europe. He was practicing what is referred to as "a reverse one-half Cuban eight aerobatics maneuver". First of all, this practice was not being performed over airport property, but instead over a neighborhood just west of the airport. Secondly, the pilot failed to obtain enough altitude to perform the maneuver, resulting in his aircraft crashing in the back yard of a home in the neighborhood. The property was unoccupied and only the pilot was killed. This could have been much deadlier. Four years ago, another military aircraft (a Harrier Jet) was observed by me hovering over houses in the subdivision that was ultimately torn down across from the airport, and was causing a lot of dust and noise in the area. A number of people still lived in the area, and I believe the airport authority was using the aircraft as a means of forcing the remaining residents into accepting whatever payment the airport was willing to give them for their property. In another neighborhood, south of the airport, and west of IL Rte 111, a resident told me she was hanging up laundry when this same aircraft hovered over her house, scaring her nearly half to death.

I understand the importance of the airport to the economic development of the region, but at the same time, these neighborhoods were here before the expansion of the airport was started.

It seems to me the airport has no regard for anyone but themselves, and will do whatever they have to in order to get what they want. Meanwhile, the desire to build a new subdivision next to the fence by Bethalto, can only have negative effects on the people who are expected to live there. I don't want this area to have to go through what happened in St. Louis where a whole neighborhood was destroyed simply because the St. Louis International Airport wanted to build a another runway. I'm asking you to enforce zoning rules as they apply to airports, put a stop to the use of this airport by aircraft that are not designed for this type facility, and look at the configuration of the runways at St. Louis Regional Airport to see if it would be feasible for aircraft to take of by flying SE instead of NW and landing from the SE instead of the NW. There are no houses or neighborhoods in the area SE of the airport, but the rest of it is surrounded by houses.

Sincerely yours,


Byron E. Sherfy

2003 MAP Scoping Meeting COMMENTS

| | | | | |
|-------------------------------------|--------------------------|--------------------------|----------------|-----------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ROBERT | PEITZ |
| Mr. | Mrs. | Ms. | First Name | Last Name |
| 3510 | | | TRUMAN TERRACE | 0146 |
| Home Address | | | Apt # | |
| ST CHARLES | | | MO | 63301 |
| City | | | State | Zip |
| (636) 946-4559 | | | | |
| Home Phone | | | E-Mail Address | |

Any and all comments are welcome concerning the Midwest Airspace Plan (MAP). The formal Comment Period ends July 18, 2003. Please print neatly and clearly. Thank you!

WE ARE CONCERNED ABOUT LOW FLYING AIRCRAFT OVER THE TRUMAN TERRACE SUBDIVISION. THESE ARE JET AIRCRAFT FLYING FROM THE SOUTHWEST TO GET IN LINE FOR LANDING AT LAMBERT. WE ARE CONCERNED ABOUT THE LON WHEN THE NEW RUNWAY IS IN PLACE.

WE WOULD LIKE TO KNOW IF NOISE MONITORS ARE PROPOSED FOR THE ST. CHARLES AREA BASED ON THE FELS FOR W-1W.

WE HOPE THE FAA WILL INSTALL TEMPORARY NOISE MONITORS IN THE TRUMAN TERRACE SUBDIVISION & DOWNTOWN (MAIN STREET) ST. CHARLES

7/15/03

IF MORE SPACE IS NEEDED, PLEASE USE FLIP SIDE